

D. F. TAYLOR,
Steward.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED
General Managers.

NEW SERIES No. 4029.

日二初月八年八十二緒光

WEDNESDAY, SEPTEMBER 3, 1902.

三拜禮

號三月九年二港香

THIRTY YEARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNPAID " 6,000,000
RESERVE FUND " 8,710,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARR'S BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

per Annum

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$4,758,600

Gold \$6,758,600

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARR'S BANK, LIMITED.

HONGKONG OFFICE:

4, DES VUEX ROAD.

General Banking and Exchange business

transacted.

INTERESTS ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2 1/2% per annum.

" 6 months 3% per annum.

" 12 months 4% per annum.

N. G. EVANS,

Acting Manager.

Hongkong, 1st July, 1902.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1890.

Shanghai Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENSIN.

HANKOW.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2% per Annum Fixed Deposits for 3 months.

1/2% " " " 6 months.

1/2% " " " 12 months.

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT

ACCOUNTS at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " " 6 months... 3 1/2 per cent.

" " " 3 months... 3 per cent.

T. F. COCHRANE,

Acting Manager.

Hongkong, 2nd June, 1902.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept Fire

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1891.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES

Nov. 24 & 25, Queen's Road Central.

[17]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

M'SEILLES and } Banca E. P. Martin, R.N.R. Noon, 5th Sept. Freight only.

LONDON Glenshiel About 6th Sept. Freight only.

YOKOHAMA Parramatta* F. J. Fox Noon, 13th Sept. Freight or Passage.

LONDON, & Palletta A. G. Cubitt, R.N.R. About 13th Sept. Freight or Passage.

SHANGHAI See Special Advertisement.

* Via SHANGHAI, MOJI and KONE. (Passing through the Inland Sea).

† (Calling at PENANG and COLOMBO if sufficient inducement offers).

For Further Particulars apply to

E. A. HEWELL, Superintendent.

Hongkong, 29th August, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

(10)

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS GALVESTON,

AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers

and Luggage.

N.B. Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

KONIG ALBERT THURSDAY, 4th September.

PRINZESS IRENE THURSDAY, 18th September.

PRINZ-REGENT LUITPOLD WEDNESDAY, 1st October.

PREUSSEN WEDNESDAY, 15th October.

HAMBURG WEDNESDAY, 29th October.

SACHSEN WEDNESDAY, 12th November.

GERA WEDNESDAY, 26th November.

KIAUTSCHOW WEDNESDAY, 10th December.

BAVARN WEDNESDAY, 24th December.

KONIG ALBERT WEDNESDAY, 7th January, 1903.

PRINZESS IRENE WEDNESDAY, 21st January, 1903.

PRINZ-REGENT LUITPOLD WEDNESDAY, 4th February, 1903.

DARMSTADT WEDNESDAY, 18th February, 1903.

PREUSSEN WEDNESDAY, 4th March, 1903.

HAMBURG WEDNESDAY, 18th March, 1903.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 4th day of September, 1902, at NOON, the Steamship "KONIG

ALBERT," of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MAILED

PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES

and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 2nd September, Cargo and

Specie will be received on Board until 5 P.M., on WEDNESDAY, the 3rd September, and Parcels

will be received at the Agency's Office until NOON, on WEDNESDAY, the 3rd September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 20th August, 1902.

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A CONSIGNMENT OF

American Refrigerators.

THE "NIAGARA," THE "ERIE"

DRY AIR REFRIGERATORS.

ICE CHESTS. ICE SHAVES. ICE PICKS.

THE CELEBRATED

"GEM" ICE CREAM FREEZERS.

THIN TROPICAL BLANKETS,

AND OTHER SEASONABLE GOODS.

LANE, CRAWFORD & Co.

Hongkong, 16th June, 1902.

[732c]

COIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.

Apply to

DODWELL & Co., LIMITED.

Hongkong, 5th March, 1902.

[271c]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and

Acidity of the Stomach.

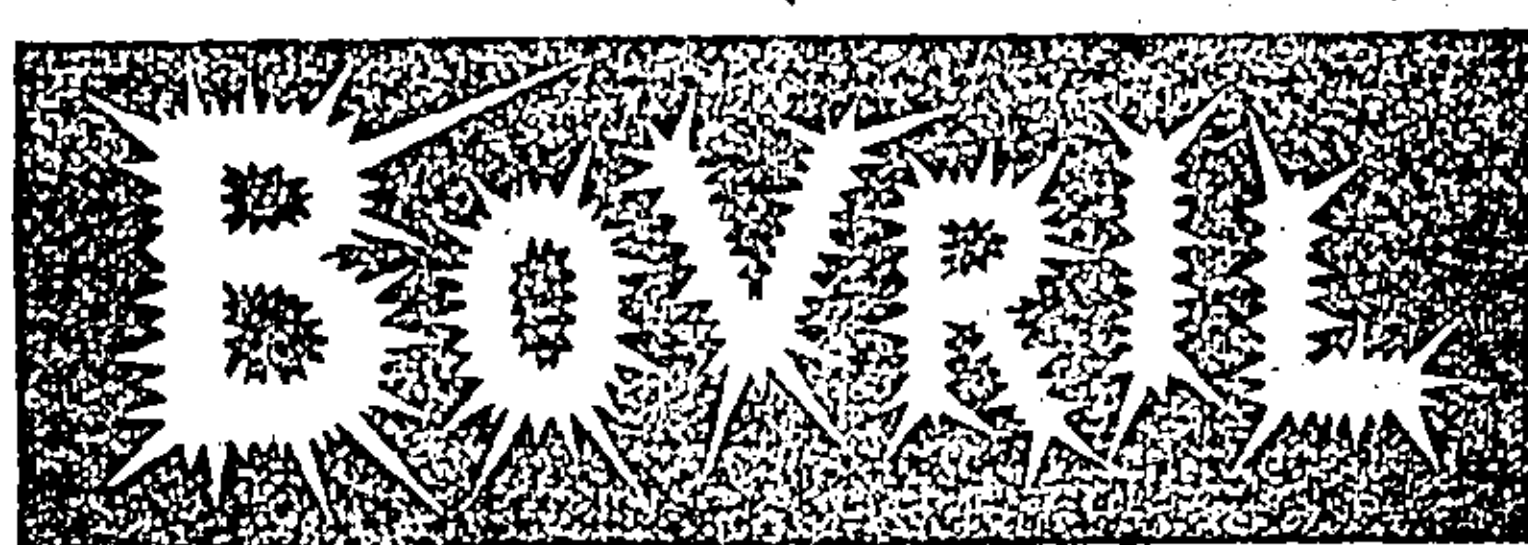
VICTORIA DISPENSARY,

Late Dakin, Cruikshank & Co., Ltd.

[358d]

Intimations.

Bovril is a food-beverage agreeable to the taste and of remarkable strengthening and sustaining properties. It is an ideal nourishment in cases of sickness and weakness, and when from any cause ordinary foods are not desirable.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT..... THOMAS SKINNER.

SUPERINTENDENT..... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the Peak, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

GO TO THE
KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.THE CONNAUGHT HOUSE,
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.

TERMS MODERATE.

Hongkong, 24th May, 1902.

Apply to F. A. SILVA, Manager.

[1339c]

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA)
MACAO.

THE most select Hotel in the Far East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager.

[57d]

Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The consumers is drawn to the fact that the Under-Engine, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA.

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

[954c]

Telegraphic Address: MANHONG, HONGKONG.

E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' designs and Specifications Prepared.

Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901.

[1214c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE AND ULCERATION
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898.

[21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,
AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,
Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901.

[1256c]

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

ST. JOSEPH'S COLLEGE,
HONGKONG.

CHEONG SHING.

No. 39, Queen's Road Central,
(Opposite to Messrs. GAUFF & Co.)Jewellery and Silks, Pearls and Jadestone
Ware, Ivory Ware and Curios, Chinese
Goods of all kinds.

And also General Exporters.

An inspection is respectfully solicited.

Good quality and good workmanship
guaranteed.Prices lower than other shops in the same
line of business.

[303d]

TAI LOONG.

1 and 3, Lyndhurst Terrace.

FOR Fancy Muslins and Piques, Flowered
Delaine, Ladies' and Children's Shoes,
New Chiffon Hats.

Hongkong, 1st May, 1902.

[100d]

Notices of Firms.

BROWN, JONES & CO.,
UNDERTAKERS AND MONUMENTAL MASONS.DURING my ABSENCE from the Colony,
and until further Notice, Mr. H. W. S.
EDMONDS will Manage the Business of
BROWN, JONES & Co. and SIGN the Firm
name.WM. E. VAN EPS,
Proprietor,
Hongkong, 1st September, 1902. [918d]

NOTICE.

HONGKONG PLANTATION COMPANY,
AND
BROWN, JONES & CO.WHILE managing the business of BROWN,
JONES & Co., as above, I am, at the same
time, continuing to act as GENERAL MANA-
GER of the HONGKONG PLANTATION CO.
H. W. S. EDMONDS.
Hongkong, 1st September, 1902. [919d]

NOTICE.

WE have this Day authorised Mr. L. M.
H. BOISSEREE to SIGN our Firm at
Hongkong and Canton per PROCURATION.
LUTGENS, EINSTAMANN & CO.
Hongkong, 1st September, 1902. [910d]

THE VICTORIA DISPENSARY.

NOTICE is hereby given that Mr. EDWARD
LANGLEY has CEASED to be connected
with our Business.Mr. SOUTHERN KENT has been APPOINTED
OUR REPRESENTATIVE FOR THE HARBOUR
AND SHIPPING BUSINESS and all Orders com-
mitted to his charge will receive immediate
attention.THE VICTORIA DISPENSARY,
J. R. CAPELL,
Manager.
Hongkong, 4th August, 1902. [816d]

Intimations.

HONGKONG JOCKEY CLUB.

PROGRAMME FOR THE
1902 MEETING.

FIRST DAY.

1. Wong Nei Cheong Stakes, Five Furlongs, Hongkong Waters.
2. Valley Stakes, 3 Mile, China Griffins.
3. Maiden Stakes, 1 Mile, Water Griffins.
4. Victoria Stakes, One Mile, China Ponies.
5. Foochow Cup, 2-mile post once round and in, Open Waters.
6. Derby, One and a half Miles, Water Griffins.
7. Lusitano Cup, One Mile, China Griffins.
8. Club Cup, One and a half Miles, China Ponies.
9. Encouragement Stakes, One Mile, Water Griffins.
10. Chinese Club Cup, Once round, China Griffins.

SECOND DAY.

1. Flyaway Stakes, Seven Furlongs, Water Griffins.
2. Exchange Plate, 1 Mile, China Ponies.
3. Professional Cup, One and a half Miles, Open Waters.
4. German Cup, One Mile and a quarter, China Griffins.
5. Garrison Cup, One Mile, Water Griffins.
6. Jockey Cup, One Mile, China Griffins.
7. Great Southern Stakes, 2-mile post once round and in, China Ponies.
8. Navy Cup, One and a quarter Mile, Hongkong Waters.
9. Hongkong Stakes, One Mile and a half, China Griffins.
10. Tai Yeuk Fong Cup, Once round, China Ponies.

THIRD DAY.

1. Spring Stakes, 2-mile post once round and in, China Griffins.
2. Grand Stand Stakes, One Mile and a quarter, Water Griffins.
3. Challenge Cup, One Mile and three quarters, China Ponies.
4. Ladies' Purse, One Mile, Hongkong Waters.
5. Blake Challenge Cup, One Mile, China Griffins.
6. The Parsec Cup, One Mile, China Ponies.
7. Phaeton Stakes, 1 Mile, Water Griffins.
8. Champions, One Mile and a quarter, China Ponies.
9. Water Champions, One Mile and a quarter, Open Waters.
10. Nil Desperandum Stakes, 1 Mile, China Griffins.

WEIGHT per inches as per Hongkong
Jockey Club Standard. Subject to penalties
for winners and allowances for Non-Winners
and Griffins as may be determined by the
Stewards hereafter."HONGKONG WATERS" means all
Waters imported into Hongkong in any year
as "Subscription" or "Derby Griffins.""WATER GRIFINS" means all Waters
imported into Hongkong in 1902 as "Subscription
Griffins.""OPEN WATERS" means all Waters
imported into Hongkong in any year as
"Subscription" or "Derby Griffins." Waters
not exceeding 15 hands 1 inch first rated in
Shanghai as "Subscription Griffins" and all
Waters imported into Hongkong before 1st
August, 1902, not exceeding 15 hands 1 inch
in height."CHINA GRIFINS" means all China
Ponies imported into Hongkong in 1902 as
"Subscription Griffins.""CHINA PONIES" means all China
Ponies not exceeding 14 hands 2 inches in
height.

By Order of the Stewards,

A. S. ANTON,
Acting Clerk of the Course.
Hongkong, 23rd August, 1902. [886d]

HONGKONG JOCKEY CLUB.

MEMBERS who are desirous of subscri-
bing for China Ponies for forthcoming
Meeting and who have not already sent their
Names in, will please communicate with the
Undersigned.A. S. ANTON,
Acting Clerk of the Course.
Hongkong, 23rd August, 1902. [885d]

CHEESE! CHEESE! CHEESE!

JUST LANDED BY S.S. "PRINCESS IRENE,"
EMMENTHAL, SWISS, LIMBURG,
KROUTON, BRIE, ROQUEFORT,
NEUCHÂTEL and CAMEMBERT.Also
Finest GERMAN SAUSAGES of Various
Kinds, Best Assorted GERMAN PICKLES,
First-class Assorted Fish "ABERDEEN."H. RUTTONJEE,
Telephone No. 190,
No. 5, D'Aguiar Street,
Nos. 39 and 40, Elgin Road, Kowloon.
Hongkong, 27th August, 1902. [807d]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:-
From London, &c., ex S.S. China.
From Persian Gulf, ex B.I. S. N. and B. & P.
S. N. Co's Steamers.Optional Cargo will be forwarded unless
notice to the contrary be given before 2 P.M.,
TO-DAY.Goods not cleared by the 4th September at 4
P.M. will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company who will
survey goods at 11 A.M. on TUESDAYS and
FRIDAYS. Certificates of damage must be
obtained within ten days after the Vessel's
arrival here, after which no Claims will be
recognised.E. A. HEWETT,
Superintendent.

Hongkong, 29th August, 1902. [14]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENHARRY."

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 4th September will
be subject to rent.No Fire Insurance will be effected.
All damaged Packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Co. within ten days
after the steamer's arrival, after which no claims
will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 29th August, 1902. [904d]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"PERU"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.J. S. VAN BUREN,
Agent.

Hongkong, 30th August, 1902. [11]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"NANKIN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:-
From Persian Gulf, ex S.S. Kilma, Java and
Ellora.Goods not cleared by the 7th instant at
4 P.M. will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company who will
survey goods at 11 A.M. on TUESDAYS
and FRIDAYS. Certificates of damage must be
obtained within ten days of the vessel's
arrival here, after which no claims will be
recognised.E. A. HEWETT,
Superintendent.

Hongkong, 1st September, 1902. [4]

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON
AND ANTWERP.

THE Steamship

"PEMBROKESHIRE."

Captain T. Dwyer, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 8th instant, will be sub-
ject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th instant at 2.30 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 1st September, 1902. [915d]

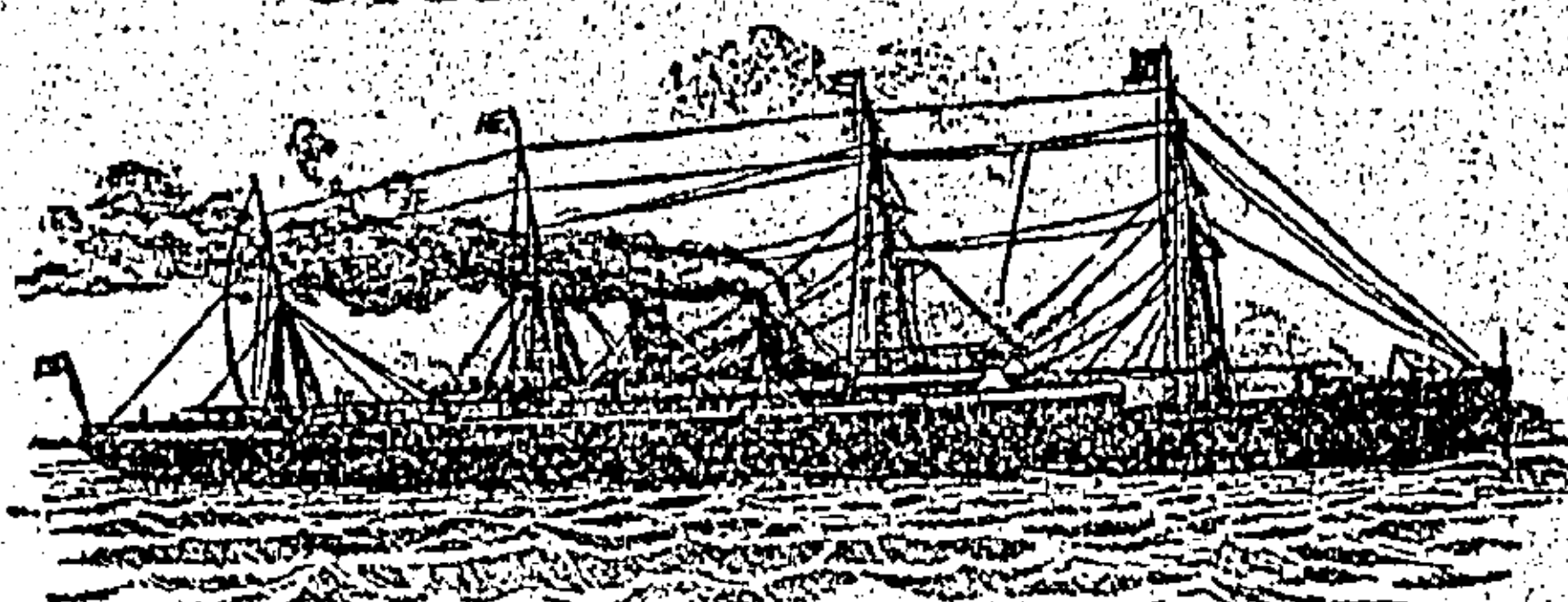
To be Let.

-TO LET.

HOUSES in CLIFTON GARDENS, CON-
DUIT ROAD.GODOWNS at BLUE BUILDINGS.
HOUSES at CAUSEWAY BAY, facing the
Polo Ground.No. 11, MACDONNELL ROAD.
"THE RETREAT" - Mr. KELLET.
GODOWNS at BOWINGTON, (PRAYA
EAST).Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 18th August, 1902. [109d]

Mails.

U.S. MAIL LINES.

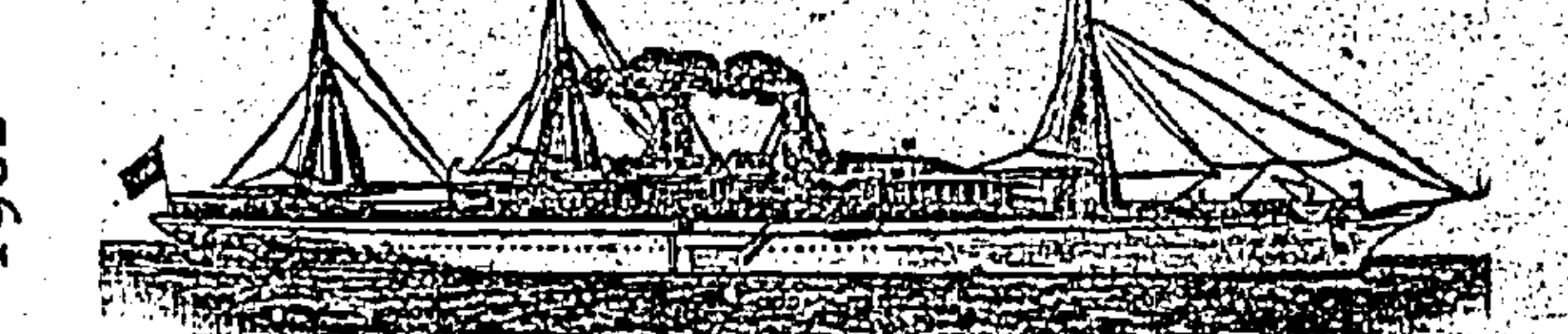
PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU" TUESDAY, 9th September, at Noon.
"COPILO" TUESDAY, 16th September, at Noon.
"AMERICA MARU" WEDNESDAY, 24th Sept., at Noon.
"CITY OF PEKING" WEDNESDAY, 1st October, at Noon.
"GAELIC" FRIDAY, 10th October, at Noon.
"HONGKONG MARU" SATURDAY, 18th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRAN-
CISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA
and HONOLULU, on TUESDAY, the 9th September, at Noon, taking Freight for Japan,
the United States, and Europe. Passengers are allowed to break their journey at any point
en route.Through Passage Tickets granted to England, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada.Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-
WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the
regular tariff rate.Passengers holding Orders for OVERLAND CITIES in the United States have between
SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the choice of direct lines.Special rates (First-class only) to European Ports, are granted to Missionaries, Members
of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials
located in Asia, and to European Officials in the Service of the Governments of China and
Japan.TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are
conferred and will apply only to Missionaries, Members of the Naval and Military Services,
and to Consular and Diplomatic Officials of the Governments of China and Japan.Return Passage.—Reduction will be made to passengers who do not hold return tickets,
making the return journey between ports in the Orient and Honolulu or beyond, within twelve
months.Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway,
to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by
the Companies and connecting Steamers.Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold
or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the
Companies' Office addressed to the Collector of Customs at San Francisco.Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value
is less than \$100. U.S. Gold.For further Information as to Passage and Freight, apply to the Agency of the Com-
panies, Queen's Building.J. S. VAN BUREN,
Agent.

Hongkong, 30th August, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—19,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.
"EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.
"ATHENIAN" Comdr. H. Mowatt, R.N.R. WEDNESDAY, 8th Oct.
"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd Oct.
"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Nov.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the
CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and cuisine are unexcelled.For further information, Maps, Guide Books, Rates of Passage, &c., apply to:
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 26th August, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
KONIGSBERG	HAVRE and HAMBURG.	12th Sept.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG).		
BAMBERG	HAVRE and HAMBURG.	24th Sept.	Freight.
Kirchoer	(Calling at SINGAPORE and COLOMBO).		
FREIBURG	HAVRE and HAMBURG.	8th Oct.	Freight.
Prüsch	(Calling at SINGAPORE and PENANG).		
SILVIA	HAVRE and HAMBURG.	22nd Oct.	Freight.
Behrens	(Calling at SINGAPORE and COLOMBO).		
SAXONIA	HAVRE and HAMBURG.	6th Nov.	Freight.
Jäger	(Calling at SINGAPORE and PENANG).		
SERBIA	HAVRE and HAMBURG.</		

SHAUKIWAN BRUTAL ASSAULT.

VICTIM EXPIRES AT THE HOSPITAL.

We are informed by Inspector Robertson that the coolie employed at the Taikeo Sagar Works, who was brutally assaulted by his three fellows on Sunday, died at the Government Civil Hospital last night. The cause of death was due to a wound on his chest. Although he was admitted to the Hospital in a very precarious condition, he identified his three assailants who were brought before him. The outcome of the quarrel was on account of an umbrella which, it was alleged, a month ago was either lost or stolen.

CAMPBELL, MOORE AND COMPANY, LIMITED.

The Report of the Board of Directors in the sixteenth ordinary meeting of shareholders to be held at the company's office, No. 29, Queen's Road Central, on Tuesday, the 9th inst., is as follows:

Gentlemen, The Directors have the pleasure to lay before you the Accounts for the twelve months ending 31st December, 1901, showing a credit balance of \$7,998.66 which, with your approval, your Directors propose to deal with as follows:

To pay a Dividend of 25 %	\$3,000.00
pay a Bonus of 25 %	3,000.00
pay Directors' Fees	400.00
write off Fixture and Furniture accounts	305.65
place to Reserve Fund account	1,000.00
carry forward to next year's account	293.01
	\$7,998.66

The business continues steady and there is every prospect that it will continue so. The Fixtures and Furniture accounts having been written down to \$305.65 which is very much below its value, the Reserve Fund now stands at \$8,500. Your Directors are confident that they will be in a position to recommend a good dividend for the current year.

Mr. V. P. Musodi Peralta was invited to join and accepted a seat on the Board, which now requires confirmation.

The Accounts have been audited by Mr. A. O'D. Gourd, who offers himself for re-election.

A. FUCKEER ARCUILL,
Chairman.

Hongkong 31st August, 1902.

STATEMENT OF ACCOUNTS.

Assets.	
To Stocks—	
Value of Stock on hand	\$ 4,754.38
Accounts Receivable—	
Due from Customers	4,851.14
Cash—	
Amount on hand	831.18
Chartered Bank—	
In Current account	10,801.37
Fixture and Furniture—	
As per last Account	\$1,791.15
Since added	342.65
Less Sale of Chair	37.00
Written off	1,291.15
	2,133.80
Loan Account—	
To Barber	805.65
	1,328.15
	\$22,109.72

Liabilities.	
By Capital—	
1,200 shares paid up @ \$10 each	\$12,000.00
Accounts Payable—	
Due to Sundry Creditors	551.26
Reserve Fund—	
As passed at last Meeting	1,500.00
Unclaimed Dividends	59.80
Balance	7,998.66
	\$22,109.72

WORKING ACCOUNT.	
To Charges—	
Wages	\$ 1,748.12
Reserve Fund—	
As passed at last Meeting	1,500.00
Fixture and Furniture—	
As passed at last Meeting	1,291.15
Bonus to Secretary—	
As passed at last Meeting	175.00
Dividend—	
20 % on \$12,000	2,400.00
Directors' Fees	400.00
Auditor's Fee	75.00
Rent	3,120.00
Insurance	30.25
Stationery	164.15
Bad Debts written off	257.83
Less recovered	11.90
	245.93
Deficit in Cash of late Secretary	2,265.88
Balance	7,998.66
	\$22,109.72

By Balance brought forward from last year	\$ 6,286.77
Interest	176.01
Transfer Fees	75
Sales and shop returns	\$28,776.94
Less cost of stock	5,978.68
	22,798.26
	\$22,109.72

E. & O. E.

I have compared the above statement with the books and vouchers of the Company and certify the same to be correct.

A. O'D. GOURDIN,
Auditor.

ASK for ASAHI JAPANESE BEER—
G. G. G. G.

THE ALLEGED MURDER ON THE "CHINGTU."

TWO ENGINEERS COMMITTED FOR TRIAL.

The charge of having maliciously murdered Lai Heng, a Chinaman, on the s.s. *Chingtu*, preferred again Archibald Kerr (40), engineer, and Charles Pengelly (25), engineer, was further heard at the Water Police Court on Saturday morning August 31st. Mr. Wilshire, S.M., was on the bench, and Mr. J. C. Gannon (instructed by Wallace and Son) appeared for the prosecution, while Mr. Levin conducted the case for the defence.

Henry Arthur Irving said that he was fourth engineer on the vessel. He had been on it for the past seven months, working under Kerr who was always kind to the Chinese. At 9.30 on the morning of the day after leaving Hongkong witness was in the engine-room. If anybody had called out loudly he would have heard it in the engine-room. He had heard no disturbance of any kind that morning. He knew Lai Heng by sight, and he had seen him in the stokehole shortly after 8 o'clock, but not afterwards. As soon as he found Lai Heng missing he told the prosecutor, Cheung Yuen, to endeavor to find him. Witness asked him where he was, and the Chinaman replied "No savee." He had made no report to witness as to having seen any man thrown overboard, nor had any of the other Chinese done so.

In answer to Mr. Gannon, witness said that he had struck the donkeyman because he struck him.

William B. Brown, chief officer, said that on the morning in question he was either in his cabin or on the upper deck. He had heard no unusual noise. If any of the Chinamen had wanted to make a complaint that anyone had been thrown overboard, they could have made it to him.

Answering Mr. Gannon, witness said he would not be surprised when the vessel returned to Hongkong to learn that the man had never been on the *Chingtu*.

Charles Ravister, steward, who was on the *Chingtu* on her last voyage from Hongkong, said that he had never heard of Kerr or Pengelly ill-treating any of the crew. On July 1 he saw the second engineer at the door of the chief engineer, on whom he was "rousing." The latter then went to the engine-room down and then to the donkey boiler. Kerr had not chased a number of Chinamen with a stick. He was in the company of the chief engineer from 9.20 till 10 o'clock that morning, and during that time the chief engineer did not attack any of the Chinamen or throw anyone overboard, which he could not have done without witness's knowledge.

James Grant, quartermaster, said that he was on duty from 8 till 12 o'clock on the morning of July 1, and he heard nobody calling out loudly. He had never seen Kerr or Pengelly treating any of the crew badly.

Captain Williams (recalled) said, in reply to a question by the magistrate, that the vessel was at the time in question about 150 miles from Hongkong. There were no vessels of any description in sight, and if anybody went overboard he must certainly have been drowned.

The accused were committed for trial at the Criminal Court to be held on September 22. It was decided that the Chinese witnesses should be detained in Sydney.

BAIL GRANTED.

An application was subsequently made to Mr. Justice Cohen in Chambers for the release of the accused on bail, this being granted, the bail fixed being self in £500 and two sureties of £50 each. The accused were released during the evening.

AN OFFICER'S VERSION OF THE AFFAIR. One of the officers of the *Chingtu*, in conversation with a representative of *The Sydney Daily Telegraph*, gave the following information:—"The day after we left Hongkong one of the firemen complained that he was not getting coal. An investigation was made, and it was discovered that the coal passer was not at his work. The ship was then searched from end to end, but no trace of the man was found. During the search a Chinaman, referring to the missing man, said: 'Oh, him gone overboard'; him too hot inside, practically meaning that it was so hot in the bunkers, where coal passer was employed, that he had become tired of it, and had jumped overboard."

CHANGES IN THE MOON.

Ever since astronomers were able to examine the moon's surface with powerful telescopes they have been strongly of opinion that our satellite was a dead planet, without life, without water, without air, and without change. Some leading observers are now, however, becoming less certain of this. Professors Pickering and Lowell have, during the last 10 years, been making careful observations of the lunar surface, and have noticed certain changes which lead them to the conclusion that the moon is not yet quite dead. For one thing they think there is evidence that volcanic action is not quite extinct; small craters have disappeared or become filled up, and other new ones have appeared. Certain white streaks and patches, they think, are probably snow, or hoar-frost. Further, in regions ranging 50 or 60 deg. north and south of the lunar equator, they observe many spots or patches, which periodically change their aspects, and the nature of the changes is such as leads Professor Pickering to think that the simplest explanation is to attribute them to vegetation, or something akin to vegetation. Now, there cannot well be either hoar-frost or anything like vegetation without both moisture and air of some kind, and if there is moisture, air, and vegetation, there may be higher forms of life—of some kind—though we cannot, as yet, detect them.

TIGER IN THE NEW TERRITORY.

COWS REPORTED KILLED.

A farmer from a village near Chin Wan reported that a couple of days ago he lost three cows which he found dead not many yards from the shed. Thinking it was a game of his neighbours he sat up one night to keep watch, but to his surprise saw a couple of tigers crawling around in search of their prey. In order to get rid of the beef, he sold it at eight cents a catty. Here is a chance for our local sports to take a trip to the place indicated to get rid of the undesirable intruders.

SHANGHAI DIVORCE CASE.

MINISTER'S SON DIVORCED.

From the *Dundee People's Journal* of the 26th July we take the following:—

In the Court of Session on Monday Lord Low heard proof in an action of divorce by Annie Jane Knott or Niven, residing temporarily at 7 Bedford Place, London, now in Shanghai against John Lang Niven, some time residing at 118 Lauriston Place, Edinburgh. Mr. P. J. Purves, solicitor for the pursuer, stated, in answer to Mr. MacLennan, that he was personally acquainted with the pursuer, and had met the defender. Mrs. Niven had urgent business reasons for return to China after that action had been raised, and her evidence had been taken on commission. Witness did not know where the defender was. Mr. Christie, appearing for Mr. J. R. Young, counsel for the defender, stated that the defence had been given up owing to an arrangement embodied in a joint minute in which the pursuer offered to relinquish any claim for aliment at present if the defender consented in the event of divorce being granted to the pursuer having custody of the children. Mr. MacLennan thereafter read the pursuer's evidence, from which it appeared that the pursuer was 32 years of age, and of English parentage. The defender was then a medical student, and the marriage took place in Shanghai. The parties came to Edinburgh and resided in Valleyfield Street prior to taking a house in Dalkeith Road. Her husband resumed his medical studies. Thereafter they resided in various parts of Edinburgh, and in 1896 returned to Shanghai. He was violent in temper, and began to strike her a fortnight after marriage. He was very improvident. In 1897 the defender came to this country to resume his medical studies, leaving the pursuer in Shanghai, where she was carrying on a boarding-house business formerly conducted by the defender's mother. The pursuer came to Edinburgh in 1901, and the parties lived at Viewforth Gardens and in Lauriston Place. In November 1901, on account of a quarrel following upon what pursuer considered his undue familiarity with the landlady, pursuer left him and went to London. She founded her action on her husband's improper relations with two women residing in Gilmore Place and Portobello respectively. Evidence was led on the question of jurisdiction from which it appeared that the defender's father, a former Presbyterian minister in Fife, had changed his name to Lang, dropping the name of Niven. Witnesses were then examined on the question of the defender's fidelity. It was stated in evidence that the defender stayed alone with a woman whom he represented to be his wife in lodgings in Portobello. The woman was not the pursuer, who was in China. Lord Low gave decree of divorce and the custody of the children to the pursuer.

THE STANDARD LIFE ASSURANCE CO.,

for which Messrs Dodwell & Co. are the local agents, has issued its seventy-sixth annual report from which it appears that the considerable addition of £358,265 had during the year been made in the aggregate Funds, which now exceed Ten Millions Sterling, and at the same time a gratifying increase is shown in the average return from the Funds, including unproductive Balances, viz. from £3.19s. 10d. to £4.1s. 3d. per cent. The report continues:—"The Branch Offices at home and abroad also come under their constant supervision, and popularity with the best classes of the assuring public within the United Kingdom, the directors are satisfied that the business from the Agencies in India, of British Colonies, and other places abroad, in all of which the Company is very favourably known, is on the whole of an equally profitable character, both as regards the Life Assurance business which they contribute, and the outlet for safe and remunerative investment of the funds which in some case they afford. The Company's expenditure is carefully supervised, but the cost of a world-wide business is necessarily larger than that of a Company confining its operations to the United Kingdom, and comparisons of expense ratios between the two classes of Offices are necessarily fallacious."

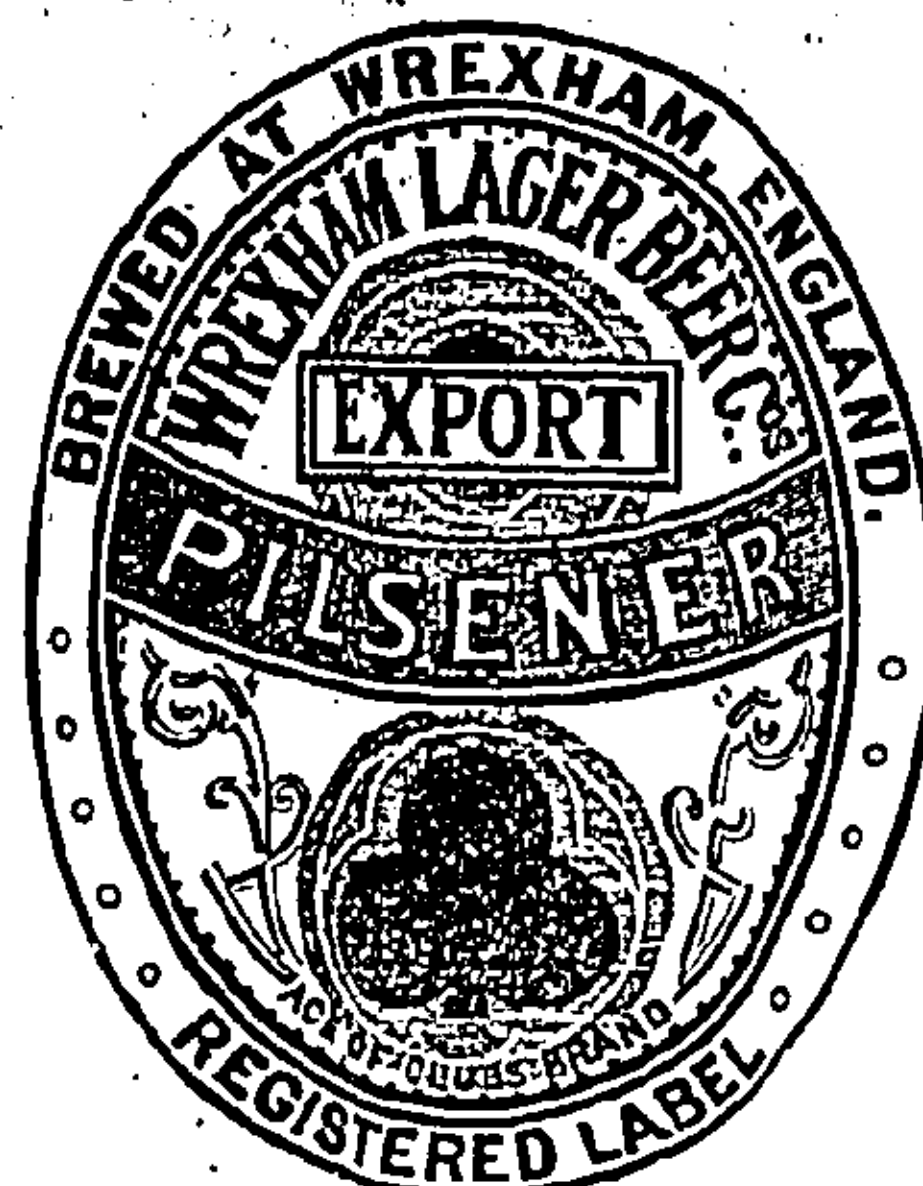
SHIPS PASSED THE CANAL.

Outward—5th Aug.—*Bormida*, 8th Aug.—*Glenshiel Oceanic*, 10th Aug.—*Flintshire*, 11th Aug.—*Prins Regent*, 12th Aug.—*Silvia*, 13th Aug.—*Inaba Maru*, 14th Aug.—*Sambila*, 15th Aug.—*Sigola*, 16th Aug.—*Choyang*, 17th Aug.—*Kaitou*, 18th Aug.—*Opaka*, 19th Aug.—*Kennel*, 20th Aug.—*Preussen*, 21st Aug.—*Orono*, 22nd Aug.—*Hilachi Maru*, 23rd Aug.—*Kawachi Maru*, 24th Aug.—*Sarpedon*, 25th Aug.—*Salsala*, 26th Aug.—*Klaustschou*, 27th Aug.—*Sydney*, 28th Aug.—*Hamburg*, 29th Aug.—*Moyuna*, 30th Aug.—*Benlmond*, 31st Aug.—*Stentor*, 1st Sept.—*Prins Heinrich*, 2nd Sept.—*Formosa*, 3rd Sept.—*Ernest Simons*, 4th Sept.—*Sado Maru*, 5th Sept.—*Ernest Simons*, 6th Sept.—*Tenkai*, 7th Sept.—*Polypheus*, 8th Sept.—*Mertonshire*, 9th Sept.—*Gisela*, 10th Sept.—*Shanghai*, 11th Sept.—*Annam*, 12th Sept.

ASK for ASAHI JAPANESE BEER—
G. G. G. G.

Intimations.

DRINK



UNEXCELLED.

SOLE AGENTS:

RITCHIE & Co.,
Des Vaux Road

Hongkong 24th June 1902 '67d

GREEN ISLAND CEMENT COMPANY LIMITED

PORTLAND CEMENT.

(5.50 per Cask of 375 lbs. Net ex Factory)

(5.50 per Bag of 250 lbs.)

SHEWAN, TOMES & CO.,
General Managers

Hongkong, 13th March, 1902. '16

STAG HOTEL.

(Established 1877.)
148, QUEEN'S ROAD CENTRAL, HONGKONG

This Hotel has been built in 1902, under the most improved sanitary principles.

It contains large airy rooms with every comfort and facility for monthly boarders and visitors making a prolonged stay.

Charges very moderate.

Apply at THE HOTEL OFFICE.

Hongkong, 1st September, 1902 '97d

NEW VICTORIA HOTEL.

ROTISSERIE,
Halls, &c.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Bills at Moderate Rates.

Maday & Farmer,
Proprietors.

Hongkong, 2nd September, 1902 '98c

WANTED.

YOUNG ENGLISHMAN desires to take Lessons in Shorthand.

Apply to "X"

Ch The Hongkong Telegraph.

Hongkong, 14th August, 1902.

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED IN 1891, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, Esq., K.C.

TRUSTEES: HON. J. H. STEWART, Esq., C.M.G., G. B. DODWELL, Esq., R. SHEWAN, Esq.

SUBSCRIPTIONS—Payable in Advance.

\$7.50 Per Half Year.

\$14.00 Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travel, &c., and Works of Reference; and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to

BERNARD LANKESTER,

Hon. Secretary & Treasurer.

Hongkong, 3rd September, 1902. '1413c

DROZ & Co.

WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864,
ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS OF WATCHES and CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 17th May, 1902. '125c

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JELLY FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 6th March, 1902. '72

LEE LOONG.

DEALER IN Furniture, Mackwood, Plated Glass, Crockery Ware, Brass and Iron Bedsteads and Batten Beds for whole set.

JUST ARRIVED.

No. 15, D'Aguiar Street.

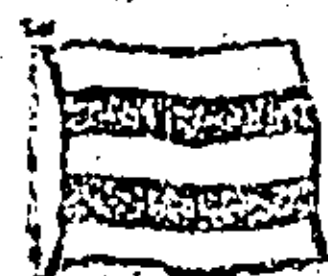
Behind Hongkong Dispensary.

Hongkong, 1st May, 1902. '496d

Ships.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU..... W. Townsend.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 6th Sept., at Daylight.
IYO MARU*..... S. J. G. Parsons.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	MONDAY, 8th Sept., at 4 P.M.
KIROSIMA MARU..... T. Mural.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 9th Sept., at Noon.
INABA MARU..... W. Bainbridge.....	KOBE and YOKOHAMA.....	FRIDAY, 12th Sept., at Daylight.
KAGOSHIMA MARU..... K. Kori.....	SINGAPORE, COLOMBO and BOMBAY.....	FRIDAY, 12th Sept., at Noon.
HAKATA MARU..... F. L. Sommer.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 20th Sept., at Daylight.
KINSHU MARU*..... F. L. Pyre.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	MONDAY, 22nd Sept., at 4 P.M.
IDZUMI MARU..... F. W. Horton.....	KOBE.....	THURSDAY, 23rd Sept., at Noon.
HITACHI MARU..... J. Campbell.....	KOBE and YOKOHAMA.....	FRIDAY, 26th Sept., at Daylight.
YAWATA MARU..... A. E. Moses.....	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 26th Sept., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office, 1 Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 30th August 1902

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 8th September, 1902, at 1 P.M., the Company's Steamship "TONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Ville de la Citie*, which vessel takes on her Passengers and Mails leaving that Port on the 20th September Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 7th September (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 26th August, 1902. '1004c

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR FRANTS, CYPRUS, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA," Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 13th Sept., at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 30th August, 1902. '14

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

Intimations.

A. S. WATSON
AND CO., LTD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
CELEBRATED
E
VERY
OLD LIQUEUR
SCOTCH
WHISKY.

Our Celebrated "E" LIQUEUR SCOTCH WHISKY is a Blend of the Finest WHISKIES distilled in SCOTLAND. Specially selected. It is of great age, very fine and mellow.

Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

PER DOZEN \$15

A. S. WATSON & Co.,
LIMITED
The Hongkong Dispensary

TELEPHONE NO. 46.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. (788d)

GEO. PATTON & CO.
Have for Sale a large Consignment of
H. W. JOHNS & CO'S
ASBESTOSCEAL SECTIONAL PIPE
COVERING, ASBESTOSCEAL SHEET
and PAPER for covering BOILERS and
FLUES, BULKHEADS, &c.

ASBESTOS CEMENT for BOILERS,
DRUMS, HEATERS, &c.

STEAM PACKING, GASKETS and
FIRE-PROOFING MATERIALS.

MODERATE COST.
EFFICIENT. DURABLE.

Estimates and Samples furnished on
application.
Hongkong, 30th July, 1902. (788d)

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 3, 1902.

HONGKONG OBSERVATORY AND
STORM WARNINGS.

The lengthy correspondence published in our columns last evening regarding the vexed question of storm warnings will have furnished material for reflection and criticism, and although the importance of the subject must appeal to every section of the community the solution of an amicable settlement appears further distant than ever it was. In fact, the reopening of the discussion is a striking illustration of pent up feeling long lying dormant awaiting an outlet, and whatever the consensus of opinion may be, much importance and weight attaches to the remarks of the Acting Director of the Observatory. In the first place, a correspondent forwarded a complaint to our morning contemporary alleging that the storm warnings issued by the Sicaewi Observatory at Shanghai were not being received by the authorities at the Kowloon Observatory, and that in the absence of such information vessels leaving Hongkong for Japan last summer had been caught in the August typhoon resulting in the loss of one and the placing in great jeopardy of another. The attention of the Committee of the Hongkong General Chamber of Commerce having been directed to the communication, they took the opportunity of bringing the question to the notice of the Government at the same time expressing strong opinions regarding the action of Dr. Döberck, the Director of the Hongkong Observatory. In the meantime they inquired of the Director of the Sicaewi Observatory respecting the truth of the assertion that the Kowloon Observatory had refused to receive the Shanghai storm warnings and, having obtained a corroboration of the statement with the remark that the Jesuit Institution at Shanghai had unfortunately been lacking in intercourse with the Government that it was not the first time the Chamber had had to call attention to, "a want of co-operation" showed by the Director of the Kowloon Observatory with other similar establishments, and of apparently causeless ill feeling against them. They are strongly of opinion that neither professional jealousy nor disapproval of the methods of other meteorological establishments should be allowed to influence Dr. Döberck, but that he should be only too glad to avail himself of all information obtainable in order to enable him to issue timely warnings of impending bad weather. At the same time the Committee trusted that the Government would "take steps to secure reciprocal exchange of storm warnings at the Kowloon Observatory not only with Sicaewi Observatory but also endeavour to bring about friendly co-operation with all meteorological establishments throughout the Far East," and pointed out the necessity of the earliest possible issue of storm warnings at this port, and the adoption of a complete code of flag and lantern signals to afford every variety of weather information. The Government brought the whole matter to the knowledge of Mr. F. G. Figg, the acting Director of the Hongkong Observatory, and in his reply he promptly dismissed the remarks of the correspondent in our morning contemporary by pointing out the incorrect and misleading statements made in reference to the two vessels in question. It is needless to comment on this beyond mentioning the allegation of the anonymous writer, and expressing the hope that in future instead of shelving the blame for accidents on to the shoulders of public officials the responsible persons will manfully admit the error of their ways and strive to overcome difficulties which might easily have been foreseen. But the main question with which Mr. Figg was called upon to answer seems one of a peculiarly personal character tending to reflect on the professional capabilities of Dr. Döberck and himself. He showed that the Observatory is only too glad to avail itself of all the information obtainable for the purpose of its weather service, and had continually sought to obtain, and in fact been largely instrumental in obtaining observations from various sources in order to improve the forecast. Sicaewi, he stated, obtained its typhoon warnings from information furnished by a chain of stations stretching from Japan through the Loochoo Islands to Formosa, and the whole of the information from every one of those stations was also received telegraphically by the Hongkong Observatory. Then follows the main point of the argument, Mr. Figg submitting that, "It is the actual observations that are required by the forecaster, not expressions of opinions by others of the weather conditions likely to prevail." No one can presume to deny the statement, and the Acting Director of our Observatory has just cause for indignation if dictated to by lay members of the community. On the other hand, it is well to bear in mind that in making the assertions, however strong the wording of their letter may have been, the Chamber of Commerce was animated by a desire to forward the usefulness of the Observatory rather than reflect on the professional conduct of its Director, and his able assistant.

During the past ten or twelve years we have been continually reminded of the alleged shortcomings of the Hongkong Observatory, but the fact seems to have been generally overlooked that when it was established in 1883 as an entirely local institution storm warnings were not included in the instructions and on money was voted for the purpose. In the course of the following summer, Dr. Döberck contrived and started a system of meteorological signals, and during 1890, at the instance of the mercantile community, the Government was induced to take into consideration the necessity for making provision for storm warnings and the investigation of typhoons with the result that a cable was laid across the harbour

to transmit intelligence from Vladivostok, Yokohama, Nagasaki, Shanghai, Weichow, Pootung, Amoy, Swatow, Amoy (Formosa), Canton, Macao, Hoihow (Hainan), Hainan, Bolinao and Manila (Luzon). Since then numerous other reporting stations have been added to the list and include such places as Nimito, Hakodate, Kochi, Kogoshima, Oshima, Naha, Ishigakijima, Taihoku, Taichu, Tainan, Koshun, the Pescadores, Gutzlaff, Sharp Peak, Victoria Peak (Hongkong), Gap Rock, Malate, Bacolod, Iloilo, Cebu and Cape St. James. Besides this the meteorological authorities have had to deal with a tremendous amount of information such as the monthly returns from the numerous reporting stations, copies of the readings made on British men-of-war, and returns from foreign warships. In 1897 the question of local weather signals was again discussed by the Chamber of Commerce it being considered that the present system of typhoon warnings displayed at Kowloon was inefficient and the Committee communicated with Commodore Church in the hope that he might have it in his power to display day and night signals from H.M.S. *Victor Emanuel* indicating the approach of bad weather. While expressing his approval of the suggestion that he should repeat the weather day signals which might be made from the Observatory, the Commodore said he could not undertake to show any night signals from his vessel as she was specially charged with making certain signals at night which, together with typhoon warnings, would lead to confusion. The matter continued to be kept prominently before the public, and the Chamber stuck manfully to the subject until, in 1893, the question was again brought forward, and in a letter addressed to the Chamber by the agents of the principal Steamship Companies it was proposed to approach the Government "with the object of obtaining the appointment of a nautical Committee to be associated with Dr. Döberck for the purpose of adopting some scheme for the improved system of meteorological reports and weather forecasts, together with the prompt and wide-spread publication of same." To this the Government agreed, and the Committee was appointed but owing to a "misunderstanding" the gentlemen appointed sent in their resignations, and the object for which the Committee was appointed was not attained. From the correspondence in yesterday's paper it is evident that the Government is fully in sympathy with the Observatory in the reopened discussion, although His Excellency finds "that the existing system of issuing weather information is capable of improvement, and has given directions by which it is hoped that the China Coast Meteorological Register issued by the Hongkong Observatory may be more quickly and more widely distributed, and has authorised arrangements by which the remarks that appear at the foot of the Register will, in special cases when the Director of the Observatory considers it useful and desirable, be circulated by Express to shipping firms and others." On the other hand, the Government disapproves of any alteration in the Hongkong system of signalling storms, and especially that of a system of flag signals to convey weather information which might at times be very misleading. With the latter many must agree, and a glance at the weather forecasts and storm warnings issued by the Observatory will show to what extent the system has been developed. Meteorological signals are now hoisted on the masthead of the Time-ball at Kowloon Point for the information of masters of vessels leaving the port; they do not imply that bad weather is expected. There are the red and black drums, balls and cones and the lanterns used at night indicating the positions of typhoons. Observations made at 10 a.m. and 4 p.m. are exhibited shortly afterwards on notice boards placed at the Eastern Extension, Australasia and China Telegraph Company's offices, at Peddar's Wharf, at the Harbour offices, and at the office of the Kowloon (Godown Company, while weather forecasts and storm warnings are exhibited daily about 11 a.m., and also at other hours, day and night whenever necessary while typhoons are raging in the Far East. Expresses are issued and the newspapers of the Colony willingly publish the latest information which may be of interest both in their columns, and in the midday expresses. This seems to be the present position and let us hope that when the system of issuing weather information is improved the matter will rest and the mercantile community be the better for the ventilation of its feelings.

LOCAL AND GENERAL.

THE DELILIOS PUBLIC SCHOOL will reopen on Monday, the 8th inst.

BLACK TULIP BEAT *ESAU*, owners up, in the half-mile race at Happy Valley on Monday.

THE BAND of the 33rd Burma Infantry will play the following programme of music at the Queen's Hotel, to-day Wednesday commencing at 7.30 p.m.

1. March "Belmont" Hawkins.
2. Overture "The Bohemian Girl" Sullivan.
3. Selection "The Women of the Guard" Sullivan.
4. Song "The Green Isle" Lange.
5. Selection "A Runaway Girl" Monckton.
6. Valse "La Barcarolle" Waldteufel.

A RE-HEARING NOT GRANTED.—Mr. Kemp refused to grant the application of Mr. Ferrers for a re-hearing of the case in which nine firemen of the *Sungking* were convicted and sent to prison on the 23rd ultimo for deserting the ship on her arrival from Manila on the 19th ultimo.

WALERS FOR THE RACES.—We are informed that about three dozen waders were landed in Hongkong this morning from the s.s. *Chingtu* just home from Australia. They are for the next Hongkong Race meeting and we presume they were selected by Mr. T. F. Hough, the Clerk of the Course, who is in Australia on a holiday and who promised to look out for suitable waders. See *Advt.*

COTTAM & CO., FOR TRESS'S STRAW
and FELT HATS.COTTAM & CO., FOR GENTS BATH-
ING GEAR.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon in the Council Chamber. There were present:—His Excellency Major-General Sir W. J. Garraigue, K.C.M.G. (Officer Administering the Government), Hon. Sir H. Spencer Berkeley, K.B. (Attorney General), Hon. F. H. May, O.M.G. (Colonial Secretary), Hon. Dr. F. W. Clark, (Medical Officer of Health), Hon. Commander R. M. Rumsey, R.N. (Harbour Master), Hon. A. M. Thomson, (Colonial Treasurer), Hon. W. Clapham, (Director of Public Works), Hon. C. W. Dickson, Hon. C. S. Sharp, Hon. G. W. F. Playfair, Hon. R. Sheehan, Hon. Dr. Ho Kai, Hon. Wei A. Yuk, and Mr. R. F. Johnson, (Acting Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL.

The Hon. May laid on the table Financial Minutes (Nos. 39 to 50), and moved that they be referred to the Finance Committee.

The Hon. Thomson seconded, and the motion was agreed to.

FINANCE COMMITTEE.

The Hon. May laid on the table the report of the Finance Committee and moved its adoption.

The Hon. Thomson seconded, and the motion was carried.

LAI'D ON THE TABLE.

The Hon. May laid on the table Mr. Osbert Chadwick's report on the sewerage and drainage of Hongkong, a statement showing the action taken to give effect to the recommendations in Mr. Chadwick's report of 10th April last, and an extract from the City of Bombay Improvement Act, 1898.

COLLAPSES.

The Hon. Playfair had given notice of the following questions, which he proceeded to ask in the following order:—

With reference to the recent collapses of newly erected houses in both Hongkong and Kowloon and consequent deplorable loss of life, what steps have the Government taken to fix the responsibility?

Will the Government take steps to license contractors under bond or otherwise?

Will the Government state what the regulations are as to public enquiries being held into accidents such as these?

Will the Government table a return showing the number of houses which have collapsed this year with fatal results and giving the owners' names, the architects' names, the contractors' names, and date of erection?

The Hon. May gave the following replies:—

Before I answer these questions I may state that I have answered them as far as I understood them. In some of them I did not exactly know what information the hon. member desired.

(1). The Police Magistrate is about to hold enquiries into several of the collapses that were attended with loss of life; the Crown Solicitor will appear on behalf of the Crown; (2). The Government does not consider it practicable to license contractors, because it is only in exceptional cases that Chinese contractors possess such training as would justify the issue of licences. Owners of property should be guided by the advice of their architects in selecting a contractor. As a rule they seem to be guided by the lowest tender only; (3). There are no regulations on the subject, but Ordinance 17 of 1888, section 6, provides that in cases of sudden or violent death the magistrate may, if he considers an enquiry to be necessary, enquire into the cause of death either with or without a jury, and make such order with regard thereto as he shall consider necessary; (4). The return is laid on the table. This return, sir, has only just come to hand from the printers, and it has not yet even been revised. The revised copies will be furnished as soon as they are received.

THE INTEGRITY OF A PUBLIC SERVANT.
The Hon. Sharp, pursuant to notice, asked the Hon. May for the following information:—

(1). Whether the attention of the Government has been drawn to the account of the hearing of an assault case before the Police Magistrate on 5th instant; and

(2). Whether the Government proposes to take any action with reference to certain allegations in the evidence given in the said case, which bear upon the question of the integrity of a public servant?

The Hon. May, replied as follows:—(1) Yes, it has been drawn; (2) It is not proposed to take any action.

CHAIRS AND CHAIR COOLIES.

The Hon. Sheehan proceeded to ask the following questions of which he had given notice:—

Can the Police not take measures to prevent chair coolies from deserting their chairs when most required on occasions such as the Coronation night for instance?

Are the chair coolies allowed to leave their chairs lying unprotected on the public street?

If not, can the Police not take the number of chairs so deserted and have the coolies belonging to such chairs punished by fine or the license fee paid by forfeiture of his license?

If the Police have no power to do this, will the Government not bring in an Ordinance giving the Police such power?

In view of the present great scarcity of chairs, will the Government not license a further large number of chairs either direct or through a contractor and continue to do so until the supply fully equals the demand?

Can the Government not appoint glands for chairs and rickshaws and instruct the Police to prevent the coolies from leaving the stands without sufficient reason?

If not will the Government farm out all the chairs and rickshaws to a contractor who could deposit a sum of money as a guarantee for the good behaviour of the coolies?

The Hon. May replied as follows:—The Police have no legal power to force chair coolies to ply for hire if the coolies prefer not to ply for hire. Chair coolies are not allowed to leave their chairs unprotected in the street. If they do and the chairs are seen by the Police the latter are in the habit of summoning the licensees for obstruction. No limit is placed on the number of licensed chairs in Victoria. The license fee is only \$2 a year and there is nothing to hinder the supply meeting the demand. At the Peak the number of chairs for want of accommodation for the licensees is limited. Additional quarters are being built for more licensees, and additional chairs will be licensed there in due course. Standards are appointed for chairs and rickshaws; see regulations published in the *Government Gazette* of 29th July, 1899.

Coolies are not allowed to wait or ply for hire except at the authorised stands. The Police have, however, no power to require that any particular vehicle or number of vehicles shall stand for hire at any particular stand. The law of demand and supply is expected to effect a solution to that question. The Government does not consider that any good would result from getting a person to guarantee the good behaviour of coolies. There are ample means to ensure good conduct but it is necessary that such members of the public as have cause of complaint should go to the trouble of preferring their complaint before the Magistrate or the Captain Superintendent of Police. The public is however extremely lax in doing so, and the coolies know it and probably trade on the knowledge. It should be observed that an epidemic of dengue has been responsible for the scarcity of chair coolies that has been experienced of late.

Hon. Sheehan:—May I rise to a point of order, sir? The first question said nothing of the plying for hire. I simply asked if the police could not take measures to prevent the coolies from deserting their chairs. The chairs are there, but we cannot find the coolies.

Hon. May:—The hon. member is not in order in discussing the question. If he wishes any further information, or the reconsideration of the question, he can put another question and I will answer him.

Hon. Sheehan:—I know, sir, I am not in order in discussing the question. I was only complaining that I did not get an answer to my question. H.E.—I think it was an answer to the question. You see your questions were all mixed up, and we thought the best way of answering them was to give the information as we imagined you wanted it, and I think if you look through the answers you will find you have received a reply to the very thing you are asking.

Hon. Sheehan:—May I reply?

H.E.—Yes.

Hon. Sheehan:—To me it is a plain question. Can the police not take measures to prevent chair coolies from deserting their chairs? They leave their chairs all over the streets. We come along and see the chairs, but cannot find the coolies. Can the police not prevent them from leaving their chairs like that?

Hon. May:—I have answered that question. Hon. Sheehan:—Surely the coolies must take their chairs away.

Hon. May:—They are not allowed to leave their chairs unprotected in the streets.

Hon. Sheehan:—They are; that is the question.

H.E.—Go on. Wait a minute.

Hon. Sheehan:—For obstruction?

Hon. May:—No, if they do so they are summoned.

Hon. Sheehan:—They do not do it. The chairs are there, but nobody is summoned.

The question then dropped.

THE HONGKONG TELEGRAPH.

The Hon. May replied as follows:—The Police have no legal power to force chair coolies to ply for hire if the coolies prefer not to ply for hire. Chair coolies are not allowed to leave their chairs unprotected in the street. If they do and the chairs are seen by the Police the latter are in the habit of summoning the licensees for obstruction. No limit is placed on the number of licensed chairs in Victoria. The license fee is only \$2 a year and there is nothing to hinder the supply meeting the demand. At the Peak the number of chairs for want of accommodation for the licensees is limited. Additional quarters are being built for more licensees, and additional chairs will be licensed there in due course. Standards are appointed for chairs and rickshaws; see regulations published in the *Government Gazette* of 29th July, 1899.

Coolies are not allowed to wait or ply for hire except at the authorised stands. The Police have, however, no power to require that any particular vehicle or number of vehicles shall stand for hire at any particular stand. The law of demand and supply is expected to effect a solution to that question. The Government does not consider that any good would result from getting a person to guarantee the good behaviour of coolies. There are ample means to ensure good conduct but it is necessary that such members of the public as have cause of complaint should go to the trouble of preferring their complaint before the Magistrate or the Captain Superintendent of Police. The public is however extremely lax in doing so, and the coolies know it and probably trade on the knowledge. It should be observed that an epidemic of dengue has been responsible for the scarcity of chair coolies that has been experienced of late.

Hon. Sheehan:—May I rise to a point of order, sir? The first question said nothing of the plying for hire. I simply asked if the police could not take measures to prevent the coolies from deserting their chairs. The chairs are there, but we cannot find the coolies.

Hon. May:—The hon. member is not in order in discussing the question. If he wishes any further information, or the reconsideration of the question, he can put another question and I will answer him.

Hon. Sheehan:—I know, sir, I am not in order in discussing the question. I was only complaining that I did not get an answer to my question. H.E.—I think it was an answer to the question. You see your questions were all mixed up, and we thought the best way of answering them was to give the information as we imagined you wanted it, and I think if you look through the answers you will find you have received a reply to the very thing you are asking.

Hon. Sheehan:—May I reply?

H.E.—Yes.

Hon. Sheehan:—To me it is a plain question. Can the police not take measures to prevent chair coolies from deserting their chairs? They leave their chairs all over the streets. We come along and see the chairs, but cannot find the coolies. Can the police not prevent them from leaving their chairs like that?

Hon. May:—I have answered that question. Hon. Sheehan:—Surely the coolies must take their chairs away.

Hon. May:—They are not allowed to leave their chairs unprotected in the streets.

Hon. Sheehan:—They are; that is the question.

H.E.—Go on. Wait a minute.

Hon. Sheehan:—For obstruction?

Hon. May:—No, if they do so they are summoned.

Hon. Sheehan:—They do not do it. The chairs are there, but nobody is summoned.

The question then dropped.

NATURALIZATION.

An Ordinance for the Naturalization of Leung Ngan Pan alias Leung Wai Ching after going through the various stages of reading was passed.

During the Committee stage, the Hon. Sheehan asked if the Attorney-General had considered the advisability of not naturalizing the Chinese mider any but one name.

A discussion ensued and the Hon. Spencer Berkeley agreed to strike out the word *alias* from the Bill and insert "otherwise known as." In future when similar Bills are drawn up the word *alias* would not appear.

THE RECENT COLLAPSES.

The Hon. Dickson gave notice that at the next meeting he would ask the following question, viz:—"Is it a fact that the houses which have recently collapsed were built in accordance with the Building Ordinance enforced in this Colony and so certified by the Director of Public Works?"

HIS EXCELLENCY'S THANKS.

In a very thoughtful and pleasing speech, His Excellency drew attention to the fact that it was the last time to his great regret that he had the honour of presiding at the Council. He would ever look back upon the eight months of his administration with the utmost pleasure and the utmost pride. They had gone through some rather anxious times together. First of all, there was the Water Bill, accompanied as it was by a rather severe outbreak of cholera, and a very anxious time followed during which they all deeply sympathised with the sufferings of the community. Then there was the Coronation with its anxiety almost amounting to despair, its postponement, the renewal of hope, and ultimately its consummation. He proceeded to refer to the number of changes which had occurred in the Council during his term of administration and bore testimony to Mr. May's appointment, which he said was very sound and good (applause). Mr. May was, thoroughly honest and conscientious, a very hard worker, and his heart was bound up in the best interests of the colony (applause). He referred to the new Attorney-General, whose experience he considered would be a lasting benefit to Hongkong (applause), and spoke

of the four new unofficial members, every one of whom had shown his desire to represent to the best of his ability the interests of those who elected him. In fact, the Council as he left it was about as good as it was possible to be. If in the near future legislation of rather a drastic character was required in the Colony the Council was sufficiently liberal-minded and honest enough to pass it even though it hit some of the individual interests of some members rather hard. They had been an enlightened and happy body, and he thanked them very much for the indulgence they had shown in his shortcomings, and for the assistance, and friendship they had accorded to him.

The Council adjourned *sine die*.

A meeting of the Finance Committee was then held, the Hon. May presiding.

The following recommendations by the Officer Administering the Government were considered and adopted, *viz*:—

CHINESE EMIGRATION.

To vote a sum of \$200 to cover, during the current year, the salary of a Clerk for the Registrar General's Department, in connection with the Chinese Emigration (Amendment) Ordinance No. 37 of 1901, for 5 months at the rate of \$40 per mensem.

REGISTRAR GENERAL'S DEPARTMENT.

To vote a sum of \$478.55 in aid of the vote of \$700, "Furniture and Incidental Expenses," Registrar General's Department.

SHANGHAI POST OFFICE.

To vote a sum of \$175 in aid of the vote of \$240, "Repairs to Post Office at Shanghai."

TREASURY INCIDENTAL EXPENSES.

To vote a sum of \$300 in aid of the vote of \$600, "Incidental Expenses, Treasury."

THE CIVIL HOSPITAL.

To vote a sum of \$1,239.59 in aid of the vote of \$3,500, "Bedding and Clothing, Government Civil Hospital."

THE BOTANIC GARDENS.

To vote a sum of \$250 in aid of the vote of \$6,500, "Maintenance of Botanic Gardens, &c.," to cover the cost of repairing the damages done by the recent typhoons and rainstorms.

SANITARY DEPARTMENT.

To vote a sum of \$1,700 in aid of the Sanitary Department's Vote "Other Charges," to meet anticipated expenses on the sub-heads "Incidental Expenses," "Scavenging, City, Villages, and Hill Districts," and "Electric Lighting of Central Market."

BONUS TO THE FIRE BRIGADE.

To vote a sum of \$500 being grant of a bonus to the members of the Fire Brigade.

LIU KUO TAU P. S. OFFICE.

To vote a sum of \$210 in aid of the cost of the Post Office at Liu Kung Tau, from 1st August to 31st December, 1902.

BACTERIOLOGICAL DEPARTMENT.

To vote a sum of \$8,478.13 to cover the expenses for the current year, of the Bacteriological Department.

Abstract.

Personal Emoluments for Dr. Hunter, 17th January to 26th February at half salary, and from 27th February to 31st December, 1902, full salary.

\$500 per annum \$4,436.80

Allowance for quarters, at \$60 per month from 27th February to 31st December, 1902 604.29

Cost of apparatus, £290 @ 1/8 347.04

Total \$5,488.13

PLAQUE EXPENSES.

To vote a further sum of \$6,000 in aid of the vote of \$10,000 for "Plaque Expenses" under the heading "Miscellaneous Services."

PUBLIC WORKS DEPARTMENT.

To vote a sum of \$550 in aid of the following votes:—

Public Works Department.

Other Charges Miscellaneous.

THE CHINGTU'S EXOTIC VOYAGE.

STRAMER AT HONGKONG.

The China Navigation Steamship, *Chingtu*, arrived this morning after an incidental round voyage to Sydney via the Torres Straits. She left Hongkong on June 30th and did not sooner than the day after her departure a fireman was found to be missing. On arrival at Sydney, greatly to the surprise of everyone, the chief and second engineers were arrested for murder being accused of throwing the missing fireman overboard. Regarding this accusation both of the accused were granted bail and, in fact, allowed to leave the country. Mr. A. Kerr, the chief engineer, did so and is still attached to his ship, but Mr. C. Pengelly, the second engineer, preferred to stop in Sydney. The adjourned hearing is to take place on Sept. 22nd and as it was decided that the five Chinese (firemen) witnesses should be detained in Sydney four Europeans were shipped to replace them. It has proved a very good exchange for during the return trip there was no scarcity of a seam, though on the passage out it was a very different tune. On the 16th ult. while the vessel was bound North (Sydney to Hongkong) Captain J. E. Williams, who had been in the employ of the China Navigation Company, fainted for 24 hours, died at sea and was buried at Birmingham Island, south of Townsville, Queensland, on the following day. Captain W. B. Brown, her present commander, reports a "light" rather voyage. Shortly after the vessel arrived alongside the Douglas wharf this morning, part of her cargo consisting of 35 walters from Sydney, for the Hongkong seas, were landed on to the *Praya*.

SEWERAGE AND DRAINAGE OF HONGKONG.

MR. CHADWICK'S REPORT.

At this afternoon's meeting of the Legislative Council the report of Mr. Osbert Chadwick on the sewerage and drainage of Hongkong was laid on the table. It is dated the 13th May and in referring to the scope of the report, Mr. Chadwick states that, "Since the publication of a report dated 10th April, 1902, I have made further enquiries concerning the sewerage and drainage of the City of Victoria, which, on the whole, tend to confirm the remarks and observations which I have made in the aforesaid report. In this report I accepted full responsibility for the general system of sewerage. In criticising it I am, therefore, sitting in judgment on my own project. I shall endeavour to be impartial and I hope I shall succeed in being so, for I trust I am not yet so senile as to believe that I attained finality of knowledge twelve years ago, or that my views have not undergone modification, in accordance with increasing experience."

From the report we take the following extracts:—

SEWERAGE.

The scarcity of water, which has prevailed during my visit, renders it most difficult to judge as to the normal condition of the sewers. No sewers could be expected to work well with a consumption of water not exceeding 7 gallons per head per day for all purposes, and in many parts of the town doubtless less. This remark applies with even greater force to the house sewers, which, I am sorry to say, are not so well constructed as they should be.

The prevailing drought is an argument in favour of the Separate System. The only arguments of any weight which have ever been brought forward against the Separate System are:—

- (a) That the sewers are not flushed by the rain-water.
- (b) That covered storm-water drains being required to carry off rain-water, they may as well carry sewage also.
- (c) That the Separate System is not in use in London and many towns in England.

As regards (a), I beg to point out that no rain of importance has fallen since August last. Since that month had the sewers or drains been dependent on rain for flushing, their condition would now have been deplorable. Sewers, large enough to carry off rain-water would have only received during all these months the paltry quantity of sewage which now flows, an amount wholly inadequate to flush such large pipes or conduits.

As regards (b), I would point out that covered storm-water drains should be avoided to the greatest extent possible. They are sure to be at least as great a nuisance as properly constructed sewers. Some must indeed be covered, but covered lengths should be reduced to a minimum. Certainly the condition of the drains whether they exist or even when re-modelled would not be improved by allowing a mere dribble of sewage to flow through them during the prolonged dry season or even during the intervals between rain-storms. They would merely be not-magazines of sewage tainted air.

As regards (c), I merely say that the climate of Hongkong is dissimilar to that of England; that most English sewers were made long ago, and that many towns have adopted the Separate System, at least so far as ancient custom and law permit them to do so.

All observations made, during my visit, tend to belief that nuisances are as often, even more often, traceable to drain gulleys and openings as to sewer gulleys or manholes. The drain and sewer gulleys are normally close to each other and the one gets blamed for what is due to the other.

The gradients of the low-level sewers—those below Queen's Road—are indeed somewhat flat, but not so flat that they could not keep themselves free from deposit if there were a copious flow through them, and if road-dusts and other improper substances were excluded from them. Indeed they do actually keep free from sewage-deposit, properly so called.

The levels of the outfalls are lower than I intended to be. I proposed that the centre line of the sewer, at its outlet on the *Praya*, should be at mean sea-level, so that each

sewer would be only filled to one-half its diameter for one-half of the year and during the remaining half there would be a free and unchecked flow of sewage through it, sufficient to remove any deposit which might precipitate, during the times at which the flow was checked by the rise of the tide. * * *

The low-level sewers cannot be said to have had fair play up to the present, and will not until the *Praya* Reclamation is finally completed and consolidated.

I will freely admit that, were I to DESIGN THE SEWERAGE SYSTEM OVER AGAIN, I should make the outfalls more numerous, place them at a higher level and give, if possible, steeper gradients to the low-level sewers. I do not, however, consider that it is necessary to make any alteration at present, certainly not until the *Praya* Reclamation is completed and consolidated. The sewers on the New *Praya* Reclamation will for the most part surely require re-laying, and when the time comes for so doing, the question may be re-opened. By that time, the effect of copious flushing at low-water will have been settled by experiment.

As soon as pipes of the full diameter have been laid, temporarily or otherwise, across the Reclamation, the effect of vigorous flushing should be tried. This experiment should be made on the sewers along Des Vaux and Connaught Roads running from the eastward to the outfall at Queen Victoria Street.

A flushing tank containing say 3,000 gallons should be constructed beneath the Parade Ground near to the urinal now under construction. This should be filled, daily during the dry season, from a well, or from the sea by pumping. In the case of a well, a centrifugal pump driven by an electric motor would probably be the most economical means of pumping. Possibly the electric motor would, in all cases, be the most economical source of power. This flushing tank might indeed be filled with the sewage from the Peak. I am not, however, in favour of flushing sewers with sewage. The tank is apt to be a nuisance, as it requires occasional cleaning, but the system is often resorted to and might, if considered advisable, be tried.

The contents of this tank should be discharged, alternately, down the two low-level sewers, a 12" pipe, leading to each head, being provided. The flush should be discharged at or about low-water. The lowest of the two low-levels during the day should be selected, for one is often much lower than the other.

Flushing cannot be effective until the outfall sewers across the New *Praya* Reclamation are of full diameter and free from obstruction. It may also be necessary to provide a sluice in the diaphragm which is in the outfall manhole, to allow the flush to escape more freely than the actual submerged pipe will permit. When not flushing, this sluice should be closed.

WANT OF SUPERVISION.

I have reason to believe that chains and scrapers are dragged through sewers, probably to their detriment, more often than is necessary. The operation has become a matter of routine perpetuated owing to inadequate supervisory staff. A single European Overseer cannot be expected to inspect all the sewers in the City, and also look after construction work. He cannot possibly supervise all the gangs of coolies, nor can he satisfy himself, by personal inspection, that the sewers of any one district or street are in such condition as to require dragging. Consequently gangs of coolies are told off to drag in a certain district, and they do so, whether this operation is required or not. I have suggested a means, whereby the inside of a sewer may be inspected by the aid of a lamp and mirrors, without going down the manhole. Whether this arrangement will materially mend matters or not the true remedy is more skilled supervision.

PUMPING STATIONS.

It would be most expensive and almost impracticable to conduct all sewage to one pumping station. There must, therefore, be two intercepting sewers, with their respective heads near Murray Road, one flowing eastward and one flowing westward to two pumping stations. The ultimate outfall at which the sewage from the Eastern District should be discharged should be at North Point and that from the Western District in Sulphur Channel facing Green Island. I have already suggested in a Report of 1890 such an arrangement for the Eastern District. The siphon arrangement therein described would be most economical, but an ordinary sewer, flowing partly full, would be most satisfactory though probably considerably more expensive. I am leaving on record a plan and section of the copy at any time it is considered desirable to carry it out.

I have brought forward the question of complete interception mainly because I contemplated the possibility of its having to be adopted in report made in 1890, and arranged the design of sewers in a manner that would permit of its adoption. I look upon the construction of intercepting sewers as a counsel of perfection. I do not recommend even the consideration of this project at the present moment. There are

MANY OTHER COSTLY WORKS.

notably those for the augmentation of the water-supply, that must take precedence of any radical alteration of the sewerage system. I maintain that if matters remain in *status quo*, no danger to the public health is involved.

There may be occasional nuisance, and, undoubtedly, the necessity for periodical cleansing by means of chains and drags is a source of expense. But this is the worst that can result from the defects that I have noted. The said nuisance will not give rise to epidemics of disease and is of little moment, compared with the water famines which occur almost annually necessitating the introduction of the intermittent system.

To be Continued.

THE QUESTION OF FRENCH DESIGNS ON MACAO.

We have received the following letter for publication:—

MACAO, September 2nd.

SIR,—With reference to my article with the above caption, a full translation of which, in English, you had the goodness of publishing in your issue of the 22nd ult., the paper *Parvir* does not hesitate to assert that by the fact of my being the representative of the French Government, I should not be the president of the Municipal Council nor should I hold my appointment on the Executive Council of the local Government, associated with which body my action and my vote may prejudice Portuguese interests. I had hoped that, in making the assertion, the writer would have justified it by cogent arguments, the more so when he had proposed to refute my article by endeavouring to show the danger which the establishment of a French sanatorium at Macao would be constituted in the place. Instead of doing that, the writer limited himself to the bare statement that, in diplomatic affairs, the Powers do not declare the whole truth, and consequently no faith could be placed on the formal promise of the French Government to abide by the laws of this country and to refrain from giving to the sanatorium an official status. I might have passed over in silence the article in the *Parvir* which makes certain allegations without proving any of them. *Gratis asseritur, gratis negatur*. But I prefer not to do so, in that I desire to avail myself of this opportunity to publicly justify my procedure both as a Portuguese citizen and as consular agent and honorary vice-consul for France at Macao. The *Parvir*, with the off-handedness which is its wont in impeaching honest characters, represented me as dangerous to the nation, and judged me capable of disloyalty and treachery. It did not hesitate to prevent the best intentions of the French Government by impudently insisting that no trust should have been placed in the promise of that Government. Therefore, to defend myself and the French Government, I have recourse to the columns of your widely read and enlightened journal and not to the Portuguese press of Hongkong which have given evidence of their reluctance to accept articles contravening their erroneous appreciation of facts. An article contributed by me to the *Patriota* last week was refused publication simply because I proposed to defend the gentleman now at the head of the local administration against the systematic and simultaneous invectives with which both the papers are animated, thus creating a false and erroneous public opinion amongst the Portuguese here resident.

Returning to the immediate purport of this letter, I have to state that I have full consciousness of having been guided by the dictates of duty and honesty and so acted satisfactorily to both Governments—the French and my own. In proof of my statement and in just appreciation of the question, I append hereto translation of two official documents. As a Portuguese I cannot endure to see the spirit that seeks to conceal under sophistical reasoning our laws, which are clear and liberal, and the ridiculous and unfounded fear of the French. If they were desirous of gaining hold over Macao, they would not certainly have found in the sanatorium ground for their aggression, above all under conditions which had been agreed upon to establish the same. As vice-consul for France it behoves me to testify to the procedure of the French as always correct and loyal to the Portuguese Government and to dispel the fear of any sinister designs, or treachery, unjustly attributed to the government of the noble and sympathetic Republic.

I would further remark, for the information of the *Parvir*, that when the question of the expropriation of the Boa Vista Hotel was discussed by the Governor's Council, I said that in the same way as I had to recognise and affirm the right which any French subject possesses of acquiring leasehold property at Macao, so also could I not deny the right which the Government had of decreeing any resumption which seemed urgent and which public interests demanded, the more so when the Governor declared and affirmed that the expropriation was to convert the hotel into an hotel-sanatorium in which would be received the convalescents of any nation, when Frenchmen and their families principally could avail themselves of the use of the institution.

Self praise apart, I would now add that at the farewell dinner given in honour of Governor Conselheiro Horta e Costa at the hotel-sanatorium of Boa Vista as it was called, His Excellency, in proposing a toast to me as the president of the Senate, gave expression of the highest praise to the loyalty and correct mode of procedure that had been brought to bear on this question and to the felicitous conduct of the matter whereby I avoided the conflict of interests in the discharge of my various duties. I do not state this in self-praise, but as His Excellency declared it in presence of a large assembly consisting of the *Illustres* of Macao, I thought I might quote his speech in my defence to show that the allegation against me towards the nation lacks the foundation of fact.—Yours faithfully,

A. BASTO.

(Translation of Enclosure No. 1.)
Governor, Macao, to Consular Agent for France, Macao.

Government of Macao.
No. 1,013.

SIR,—In reply to your despatch of yesterday, I hasten to inform you that the local authorities of Macao cannot by any means place difficulties in the way of any subject of whatever foreign nation from acquiring immovable property in this colony. This right is secured by our civil laws which always have been and will be respected in Portuguese territories.

I believe, however, to be my duty to inform you that, by Proclamation No. 94 of this date and with the unanimous vote of the Governor's Council, it was determined that the hotel in question be expropriated for urgent and public purposes, and that it is meant to supply a want that has long been felt in this colony, that is, of establishing an hotel-sanatorium, which will be maintained by the Santa Casa da Misericordia and which will be open to the convalescents of any country who may wish to avail themselves of the good climatic conditions of this Colony, and which will meet all the requirements demanded in an establishment of this class.

It is now some time since the Government of Macao has had under consideration the founding of this institution which seemed of much convenience since various foreign governments have manifested the desire, with the object above mentioned, of sending to Macao convalescents of their respective countries. Such a scheme had also been thought of by various organisations at Macao, and the Provador of the Santa Casa da Misericordia more than once already approached the present proprietor of the Hotel with a view to negotiate for its purchase. The Government cannot therefore put aside the idea of the scheme whose realisation it was considering so that the interests of all concerned may be conciliated. Your despatch, however, hastened the decision, since I believe that it will be a breach of good faith with the intending purchaser mentioned in your despatch under reply, if I were to agree to his purchasing of the building and immediately after the Government has to expropriate it in the exercise of its right and in conformity with Portuguese laws, thus possibly creating inconveniences and losses which I desire only to avoid.

The scheme having been settled upon I trust that soon I may have the pleasure of informing you that this city is in possession of a building suited to the treatment of convalescents, which can be availed of by the subjects of the country which you so worthily represent in this Colony.—I have, &c.

(Sd.) Jose M. de S. Horta e Costa,
Governor.

To Antonio J. Basto, Esq.,
Consular Agent for France at Macao.
Government House,
Macao, 12th November, 1901.

(Translation of Enclosure No. 2.)
Vice-Consul for France, Macao, to Governor, Macao.

Macao, 14th November, 1901.

SIR,—I have the honour to acknowledge the receipt of your despatch of the 12th inst. in which, in reply to mine of the previous day, you inform me that foreigners can acquire immovable property at Macao, according to civil laws, and at the same time you state the reasons which urged the expropriation, on that date, of the Boa Vista Hotel to serve as an hotel-sanatorium which will be open to convalescents of all nations. Your Excellency added, in conclusion, that you hoped that soon you might have the pleasure of informing me that this city is in possession of a building suitable to the treatment of convalescents, and of which French subjects can avail themselves. While thanking Your Excellency for the promptness of your reply, permit me to state the following: Your Excellency is aware that the Government of the French Republic, for the retention of her colonial dominions in the vast region of Indo-China, finds itself bound to maintain a large number of civil and military officials, many of whom suffer in consequence of the enervating influence of the climate, rendering it necessary for them to recuperate in a salubrious place, which up to now has been Japan where the Republic has a sanatorium of its own. But now that the capital of Indo-China is to be changed to Hanoi, near Macao, it is very desirable that the convalescents should, with saving of time and money, come to this city to recuperate their impaired health, this being the reason why M. Hardouin, consul for France at Canton, duly authorized, treated in private with your Excellency concerning the establishment of a sanatorium at Macao.

The Government in Lisbon, however, thought that no foreign Government should be empowered to possess leasehold estate at Macao, and M. Doumer, resigning himself to this decision, sought a solution of the matter, that should not contravene that decision nor prejudice the rights of any party. The solution of the problem seemed to him to be the acquisition of a property in the name of a private individual, without any official status, to which its owner could receive, as his guests, some convalescent fellow-countrymen. The purport of my despatch of the 11th inst. was for such an acquisition and not to contravene the laws of the country. And Your Excellency so far recognised the necessity of a sanatorium for foreigners that you thought that you should expropriate for that purpose the Boa Vista Hotel, and you had the goodness of informing me that in it would be received French convalescents. But I much fear that this building (Note.—The Boa Vista Hotel has only 16 or 18 rooms) intended for convalescents and their families of every nation, has not sufficient accommodation for French subjects; and for this reason I beg to inform Your Excellency that Dr. Thoulon has in view to acquire in his own name a house at Macao, where he will receive a few convalescent Frenchmen observing, for this purpose, all the laws in force in this colony. To prove that in this there is no occult intention nor the faintest idea of offending against the territorial sovereignty (of Portugal) Your Excellency can direct that the house of Dr. Thoulon be under the control of the principal medical officer of Macao or of any other medical officer who may be appointed resident surgeon.

If Your Excellency deem it expedient or necessary, I trust you will, submit the scheme, more mentioned to the Government in Lisbon, soliciting the approval thereof by telegraph, seeing that it is the wish of the Governor-General of Indo-China to act always with fidelity towards a friendly nation and not to ever depart from the rules of (international) courtesy and from the laws which guide us. I have, &c.

(Sd.) Antonio Joaquim Basto, Honorary Vice-Consul for France.

His Excellency Jose M. de Souza Horta e Costa, Governor of Macao, etc., etc., etc.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

FILTHY RICKSHAS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—Could you please insert this complaint regarding the filthy condition of some of the public rickshas of Hongkong, in the hope that the authorities may look into the matter and remedy such a disgrace to the Colony? In many instances it is impossible for one to take a ride in them without getting his clothes covered with dirt, and we think the least that can be done is to make the coolies provide covers for the cushions similar to most of the other places in the East where rickshas are employed. The present state of affairs is a shame and a disgrace to the Colony, and the sooner it is remedied the better for all concerned.

Yours, etc.,

JAMES B. TRENT,
W. H. ATTISON,
F. WILBER,
J. LYNCH.

Hongkong, September 3rd, 1902.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow afternoon when the business to be transacted is as follows:—

ORDERS OF THE DAY.

Report concerning the cessation of the outbreak of cholera in Amoy.

Agenda.—1. Correspondence relative to the erection of balconies over Crown Land adjoining Marine Lot No. 225.

2. Reports of the Analyses of the Public Water Supplies.

3. Lime-washing Return for the fortnight ending August 30th, 1902.

4. Mortality statistics for the weeks ending August 9th, 16th and 23rd, 1902.

5. Application for exemption from the provision of yard for houses on Inland Lots 249 and 1240.

THE ARMY.

The overdue transport *Uganda* from Taku has been anchored up the coast in shelter from a typhoon, and is expected to-morrow.

The first battalion of the Wood Foresters (Derbyshire Regiment) relieve the Royal Welch Fusiliers at Hongkong, in October. Those men in the Royal Welch Fusiliers who have a year and longer to serve will be sent to India, but others, who have nearly completed their term of service, are to be retained at Hongkong till arrangements are made for sending them home.

SHIPPING AND MAIL NEWS.

MAILED DUE.
American (*Coptic*) to-morrow.
German (*Prince Regent*) to-morrow.
French (*Oceania*) 7th inst.
Canadian (*Empress of Japan*) 9th inst.
American (*America*) 13th inst.
American (*Korea*) 23rd inst.
Canadian (*Empress of China*) 30th inst.

Co-day's

Advertisement.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"TIROL"

Captain Bretfeld, will leave for the above places on WEDNESDAY, the 10th instant, A.M. This steamer has capital accommodation for passengers, electric light and carries a doctor.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Prince's Building.
Hongkong, 3rd September, 1902. [925d]

Co-day's

Advertisements.

HONGKONG JOCKEY CLUB.

MEMBERS of the HONGKONG JOCKEY CLUB are informed that the 35 Water Griffs, arrived per s.s. *Chingtu*, will be drawn for at the Grand Stand, Happy Valley, on FRIDAY next, the 5th instant, at 5 P.M.

A. S. ANTON,
Acting Clerk of the Course.
Hongkong, 3rd September, 1902. [921d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY, the 6th September, 1902,

at 2.30 P.M.,

at their

Sales Rooms, 20 Des Vaux Road,

One hundred pairs ENGLISH and AMERICAN BROW and BLACK BOOTS and

SHOE and SUNDRIES.

TERMS—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd September, 1902. [922d]

TO LET.

Nº. 8, BEL'LIOS TERRACE, End House in Front Terrace, Unfurnished, with Immediate Possession.

Apply by Letter to

W. J. TUTCHER,
Botanical and Afforestation Department.

Hongkong, 3rd September, 1902. [923d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the above Port on FRIDAY, the 5th instant, at Noon.

For Freight or Passage apply to

DOUGLAS LAFFRAIK & CO.,
General Managers.

Hongkong, 3rd September, 1902. [924d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING"

Captain Hodgins, will be despatched for the above Ports, on SUNDAY, the 7th instant, at Daylight.

For Freight or Passage apply to

DOUGLAS LAFFRAIK & Co.,
General Managers.

Hongkong, 3rd September, 1902. [925d]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after the 6th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 3rd September, 1902. [927d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ZAFIRO"

Captain A. Fraser, will be despatched as above on FRIDAY, the 12th instant, at 4 P.M.

Highest Class Passenger Steamers, High Powered, Newest and Most up to date on the run. All Accommodation Ample. Electric Light and all other Modern Improvements. A Surgeon is carried.

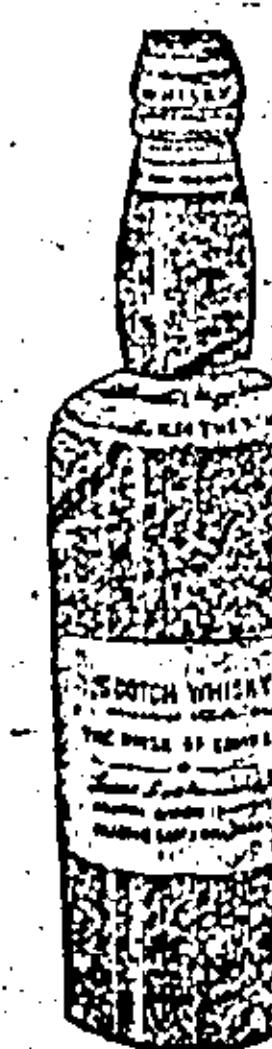
For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 3rd September, 1902. [928d]

THE POPULAR SCOTCH WHISKY

"BLACK & WHITE."



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

SOLE AGENTS:

LANE CRAWFORD & CO.,

HONGKONG.

COTTAM & CO. FOR WASHING BOW TIES.

C

Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	NESTOR	13th September, 1902.
"	MAHAON	18th "
"	KAISOW	18th "
"	AGELLES	25th "
"	HEBLAUS	1st October, "
"	HYBON	2nd "
"	AGA MEMNON	9th "

HOMEWARDS.

FOR LONDON.	STEAMERS	DUE
"ANTENOR"		6th Sept., 1902.
"DARFUS"		16th "
"DIOGENE"		30th "
"JASON"		14th Oct., "
"PYRRHUS"		20th Sept., 1902.

For Freight apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	TAIWAN	6th instant.
CHEFOO and NEW CHINA	SZECHUEN	8th instant.
Kobe and YOKOHAMA	CHINGTUNG	8th instant.
TIENTSIN	WUZHANG	8th instant.
SHANGHAI and SOUKHAY	SHANTUNG	9th instant.
MANILA	HANGHONG	9th instant.
SHANGHAI and CHINKIANG	SUNGKING	10th instant.

The Agents of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First-class Steamship
"INDRAVELLI," "INDRAPURA,"
and
"INDRASAMHA,"
between
HONGKONG AND PORTLAND (OR.)
Calling at Shanghai, Nagasaki, Kobe, Koru,
and Yokohama.

"INDRASAMHA" Sept. 13.
"INDRAVELLI" Oct. 14.
"INDRAPURA" Nov. 14.
Through Bills of Lading from the Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For Freight apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS

Destinations	Steamers	Captains	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 7th September.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 10th September
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 14th September.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 17th September.

Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 3rd September, 1902.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	ABOUT
"HEATHBURN"	11th Sept.
"AFRIDI"	20th Sept.
"HILIGUEN"	27th Sept.
"RICHMOND CASTLE"	11th Oct.
"LOTHIAN"	To follow.
"LOWTHER CASTLE"	To follow.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd September 1902.

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY
AND MELBOURNE.

VIA

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE
TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY
REDUCED RATES, particulars of which can
be obtained on application to the Undersigned.

NEXT SAILINGS.

STEAMERS	LEAVES
"CHANGSHA"	13th Sept.
"CHINGTU"	20th Sept.
"TAIYUAN"	24th Oct.
"TOINAN"	15th Nov.

At Noon.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
Agents, C. N. Co., Ltd.

782d

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENROY,"

Captain Selby will be despatched as above

on SATURDAY, the 13th September.

For Freight apply to

McGREGOR BROS. & GOW,
Agents.

Hongkong, 2nd August, 1902.

Shipping.

STEAMERS.

FOR NAGASAKI AND VLADIVOSTOK.
THE Steamship

"SAVOIA,"
Captain Rebbelmund, will be despatched for the
above Ports on FRIDAY, the 5th instant,
at 5 P.M., instead of as previously advertised.
This Steamer has Superior Accommodation
for First Class Passengers.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 2nd September, 1902. [902d]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"DIAMANTE,"
Captain R. Rodger, will be despatched for
the above Port MONDAY, the 8th September,
at 4 P.M.
The attention of Passengers is directed to
the excellent accommodation provided by this
Steamer. She is fitted throughout with the
Electric Light.
For Freight or Passage, apply to
A Doctor is carried.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 30th August, 1902. [900d]

IMPERIAL GERMAN MAIL LINE

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD,"
of the NORDDEUTSCHER LLOYD,
Captain Gesselmann, due here with the out-
ward German Mail about FRIDAY, A.M., the
5th instant, will leave for the above Places about
4 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 1st September, 1902. [653d]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KORE
AND YOKOHAMA

THE Company's Steamship

"OCEANIE,"
Captain Remée, will be despatched for the
above Ports on or about SATURDAY, the 6th
instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 1st September, 1902. [1040d]

"PEN" LINE OF STEAMERS.

FOR GENOA, LONDON & ANTWERP.

THE Steamship

"HENALDER,"
Captain McIntosh, will be despatched as
above on or about FRIDAY, the 12th instant.
For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd September, 1902. [916d]

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons,

Captain Tate, will be despatched hence for

MANILA, on SATURDAY, the 13th instant,

at 5 P.M.
Magnificent accommodation. Comfortable

cabins. Excellent table. Unrivalled speed.

Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.
Prince's Buildings,
Ice House Street.
Hongkong, 1st September, 1902. [171d]SHEWAN, TOMES & CO.'S
NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFTON,"

will be despatched as above on or about the

20th September, 1902.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 22nd August, 1902. [686d]CHINA MUTUAL STEAM NAVI-
GATION CO., LTD.

TRANS-PACIFIC SERVICE

TO

VICTORIA, TACOMA AND SEATTLE,

CALLING AT

NAGASAKI, KOBE and YOKOHAMA.

THE Steamship

"HYSON,"

will be despatched from Hongkong on or about

2nd October, taking cargo for Japan, Victoria,
Tacoma and Seattle and for all Pacific coast
ports.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st September, 1902. [914d]

For Sale.

FOR SALE.

ONE BROADWOOD PIANO.

Apply at—

ROOM No. 146,
Hongkong Hotel,
Hongkong, 7th August, 1902. [936d]

Intimations.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Fitted and Left in order.Estimates given for all kinds of Electrical
work.Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply toS. J. GODWIN,
Acting Manager.

Hongkong, 29th January, 1902. [26]

NOTICE.

THE SECOND VOLUME OF BOX'S EX-
CHANGE TABLES with Rates in
1/16ths from 1/10 to 1/16 down to 1/164, is now
on Sale at THE "HONGKONG TELEGRAPH"
OFFICE. These Tables, which run in columns
of 100, from £999 down to £1, and from 19/11
down to 1d or from \$999 down to 1 cent, enable
the user to arrive at the value in Dollars of
any sum in Sterling under £1,000 by simply
adding the equivalent of the Shillings and
Pence to that of the Pounds; or to get the value
in Sterling of any Sum of Dollars and Cents
under \$1,000 by adding the equivalent of the
Cents to that of the Dollars. By these simple
means of computation a very considerable saving
of time and trouble, besides securing a ready
means of proving accuracy is secured, as is
illustrated in the following examples. To
reduce £879.17.11 into Dollars at Exchange
1/10 1/16—

£879. 0. 0. = \$9,561.916

17.11. = 9.745

\$9,571.671

whereas with the other exchange books the
process would be as follows—

\$800. 0. 0. = \$8,702.550

70. 0. 0. = 761.473

9. 0. 0. = 97.904

17. 0. 0. = 9.247

11. = 0.497

\$9,571.671

or to convert the dollars into sterling at the
same rate of exchange—

\$9,000.000 = £827. 6. 10. 8

\$71,000. = 52. 9. 9. 11

671. = 1. 1. 13

£827.17.11.00

but by other books it would be—

\$9,000.000 = £827. 6. 10. 8

500,000. = 45. 10. 3. 4

1,000. = 8. 8. 6

1,000. = 1. 10. 1

600. = 1. 1. 3

70. = 1. 9

1. = 1

\$827.17.11.00

Every care has been taken in compiling these
Tables to insure their accuracy and even as the
book was being printed the last impression of
each sheet was taken and carefully rechecked
by two separate persons and any little errors
in reading which will crop up in such works
as these are carefully corrected in each copy
before it is issued, thus making it a most
accurate and useful book. Price for this and
the previous volume, \$10 per copy.
Hongkong, 30th August, 1902. [172d]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [26]

MEE CHEUNG,
PHOTOGRAPHER.1st Floor of Ice House, in
Ice-House Road.IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 21st September, 1902. [11]

Intimations.

GOVERNMENT GENERAL OF
FRENCH INDO-CHINA.THE
HANOI
EXPOSITIONWILL BE OPENED ON
3RD NOVEMBER, 1902.

THE Exposition, which is situated close to
the Railway Terminus at Hanoi, will
comprise a GRAND PALACE and MAGNI-
FICIENT BUILDINGS, containing Artistic,
Commercial, Agricultural and Industrial
Productions of the greatest variety from France
and her Colonies (1st section); French Indo-
China (2nd section); and the countries of the
Far East—China, Japan, Philippines, Siam,
Netherlands India, British India, Straits Settle-
ments, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the
months of November, December, January, and
February, is mild and invigorating and may
be compared to a winter at Nice.
THE GALLERY OF FINE ARTS will
contain more than 500 Pictures, and will be
organised under the Direction of the Inspection-
General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways
and Steamers to the chief Places of Interest
in Indo-China (Cochin-China, Tonkin, Laos,
Cambodge, Annam) will be organised at
reasonable prices.

ATTRactions OF ALL KINDS:
Military Bands, Theatres, Circuses, Concerts,
Aquatic Sports, Balloon Ascensions, Fireworks,
Dances, &c., will be provided.

REDUCED PRICES will be charged by
all Steamship Lines running to Haiphong,
from whence Hanoi may be reached in a few
hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and
CAFES assure every accommodation to visitors
at moderate prices.

For FURTHER INFORMATION apply to

P. THOME,
Commissaire-Général de l'Exposition
de Hanoi.

718d

THE HONGKONG TELEGRAPH.

ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS,—Telegraph, Hongkong.

THE leading English Newspaper in China.
Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISING RATES.

(per inch.)	
One week	£2.5
One month	7.50
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts..... 5 per cent.

6 " " " " " " " " " " " "

12 " " " " " " " " " " " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach the
Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

FAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICEEstimates given for all classes of work on
application to

THE MANAGER

Post Office.

A Mail will close—
 For Canton—Per *Hankow*, to-morrow, the 4th instant, at 7.30 A.M.
 For Timor, Port Darwin, Thursday Island, Cairns, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Guthrie*, to-morrow, the 4th instant, at 10 A.M.
 For Europe, India, Japan, Australia—Per *Forster*, to-morrow, the 4th instant, at 11 A.M.
 For Macao—Per *Hankow*, to-morrow, the 4th instant, at 11 A.M.
 For Canton—Per *Pawan*, to-morrow, the 4th instant, at 5 P.M.
 For Shanghai—Per *Omha*, on Friday, the 5th instant, at 11 A.M.
 For Singapore—Per *Yuenyang*, on Friday, the 5th instant, at 5.30 P.M.
 For Nagasaki and Wadivostok—Per *Suzuki*, on Friday, the 5th instant, at 3 P.M.
 For Singapore—Per *Suzuki*, on Saturday, the 6th instant, at 2 P.M.
 For Shanghai and Chinkiang—Per *Taiwan*, on Saturday, the 6th instant, at 3 P.M.
 For Kobe and Yokohama—Per *Chingta*, on Monday, the 8th instant, at 10 A.M.
 For Europe, India, Japan, Australia—Per *Tenkin*, on Monday, the 8th instant, at 11 A.M.
 For Manila—Per *Diamond*, on Monday, the 8th instant, at 3 P.M.
 For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Iya Maru*, on Monday, the 8th instant, at 1 P.M.
 For Timor—Per *Kewang*, on Monday, the 8th instant, at 4 P.M.
 For Chiocho and Newchwang—Per *Sachuen*, on Monday, the 8th instant, at 4 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Peru*, on Tuesday, the 9th instant, at 11 A.M.
 For Singapore, Sourabaya and Samarang—Per *Chingta*, on Tuesday, the 9th instant, at 2 P.M.
 For Samarang and Sourabaya—Per *Shantung*, on Tuesday, the 9th instant, at 4 P.M.
 For Shanghai—Per *Hankow*, on Tuesday, the 9th instant, at 4 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 10th instant, at 11 A.M.
 For Manila—Per *Suzuki*, on Wednesday, the 10th instant, at 4 P.M.
 For Singapore, Penang and Bombay—Per *Shantung*, on Thursday, the 11th instant, at 11 A.M.
 For Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Chingta*, on Saturday, the 13th instant, at 10 A.M.
 For Europe, India, Japan, Australia—Per *Parranilla*, on Saturday, the 13th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, on Wednesday, the 24th instant, at 11 A.M.

VESSELS IN PORT.

Steamers.
 ANNA, Austrian steamer, 1,317, Shuperich, 27th Aug.—Moji 20th Aug., Coal.—Mitsui Bussan Kaisha.
 BENLARI, British steamer, 1,452, R. Krobbe, 20th Aug.—Moji 13th Aug., Coals.—Gibb, Livingston & Co.
 BUEN VIAJE, American steamer, 274, M. Roco, 8th July.—Manila 4th July, Ballast.—J. M. B. & Co.
 CHANGSHA, British steamer, 1,463, T. Moore, 16th Aug.—Australia 19th July, General.—Butterfield & Swire.
 CHELYVRA, British steamer, 2,467, R. Cox, 1st Sept.—Moji 25th Aug., Coal.—Jardine, Matheson & Co.
 DECIMA, German steamer, 794, H. Schlaikier, 1st Sept.—Saigon 26th Aug., General.—Sander, Wieler & Co.
 DIAMANTE, British steamer, 1,254, R. Rodger, 30th Aug.—Manila 1st 27th Aug., Hemp.—Shewan, Tomes & Co.
 ELST, German steamer, 993, A. Rieke, 27th Aug.—Saigon 22nd Aug., Kice.—Jensen & Co.
 GUTHRIE, British steamer, 1,494, A. E. Dabell, 1st Sept.—Kobe 26th Aug., General.—Gibb, Livingston & Co.
 HINSANG, British steamer, 1,537, T. T. Wheeler, 1st Sept.—Java 24th Aug., Sugar.—Jardine, Matheson & Co.
 INDRAMAHIA, British steamer, 3,566, R. Craven, 26th Aug.—Portland, Or. via Kobe and Moji 28th July, General.—Allan Cameron.
 IYO MARU, Japanese steamer, 6,319, S. G. I. Parsons, 30th Aug.—Seattle and Shanghai 27th Aug., Flour and General.—Nippon Yusen Kaisha.
 JACOB DIERICHSEN, German steamer, 623, G. Schlaikier, 31st Aug.—Hilo 26th Aug., Sugar.—Jensen & Co.
 KOHSEIANG, German steamer, 1,292, G. Suieten, 30th Aug.—Bangkok 23rd Aug., Rice and Wood.—Butterfield & Swire.
 MERCEDES, British steamer, 2,500, Carter, 22nd Aug.—Wellington 27th July, Coal.—Government.
 MONGKUT, German steamer, 859, G. Göttsche, 29th Aug.—Bangkok 23rd Aug., Rice.—Melcher & Co.
 NANKIN, British steamer, 2,557, C. J. Benton, 1st Sept.—Singapore 26th Aug., General.—P. & O. S. N. Co.
 OMHA, British steamer, 1,958, Barnes, 31st Aug.—Hamburg 12th July, and Singapore 24th Aug., General.—Jensen & Co.
 PEMBRICKSHIRE, British steamer, 2,767, T. Dwyer, 1st Sept.—London via Malta 13th July, and Singapore 26th Aug., General.—Shewan, Tomes & Co.
 PERU, American steamer, 3,528, J. F. Robinson, 29th Aug.—San Francisco 1st Aug., and Shanghai 27th, Mails and General.—P. M. S. S. Co.
 PETRARCH, German steamer, 1,251, F. Vaeten, 26th Aug.—Saigon 20th Aug., Rice and General.—Sander, Wieler & Co.
 PHRA CHUM KLAO, German steamer, 1,017, T. V. Bruhn, 30th Aug.—Bangkok 23rd Aug., Rice and Wood.—Butterfield & Swire.
 PITCHABURI, German steamer, 1,373, Ziegenhain, 2nd Sept.—Bangkok 24th Aug., Rice and Teakwood.—Butterfield & Swire.
 PROTIV, Norwegian steamer, 920, Müller, 27th Aug.—Chiocho 19th Aug., General.—E. A. Trading Co.
 RAINBOW, American transport, 5,400, Staunton, 25th Aug.—Manila 21st Aug.
 RUMI, British steamer, 1,611, R. W. Almond, 19th Aug.—Manila 16th Aug., General.—Shewan, Tomes & Co.
 SABINE RICKMERS, British steamer, 690, J. R. Nabet, R.N.R., 16th July.—Canton 15th July, General.—Amhold, Kaiberg & Co.
 SANDAKAN, German steamer, 1,374, H. Flesmann, 31st Aug.—Sandakan 21st Aug., Timber.—Melchers & Co.
 SAYOIA, German steamer, 1,361, H. Rebbeimund, 29th Aug.—Moji 24th Aug., Coal.—Siemssen & Co.

SHAKANO MARU, Japanese steamer, 2,320, Fujita, 21st June.—Moji 14th June, Coal.—Doddwell & Co., Ltd.
 SHANTUNG, German steamer, 1,000, M. Engelhart, 1st Sept.—Saigon 28th Aug., Rice.—Order.
 SIAM, British steamer, 992, Rhins, 25th Aug.—Singapore 18th Aug., Keroline.—G. McBlain.
 SISHAN, British steamer, 815, A. R. Jones, 1st Sept.—Saigon 28th Aug., Rice and Meal.—Bradley & Co.
 SKRAMSTAD, Norwegian steamer, 759, O. Hansen, 23rd Aug.—Hilo 18th Aug., Sugar.—Sander, Wieler & Co.
 SUIKANG, British steamer, 1,776, E. J. Tadd, 30th Aug.—Hongkong 27th Aug., Coal.—Jardine, Matheson & Co.
 TARTAR, British steamer, 2,768, E. Beetham, 30th Aug.—Vancouver 4th Aug., General.—C. P. R. Co.
 YEDO MARU, Japanese steamer, 1,669, T. Samata, 24th Aug.—Kobe 18th Aug., General.—Tan Yik Chun.
 YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 29th Aug.—Manila 26th Aug., General.—Jardine, Matheson & Co.
 ZVIR, Austrian steamer, 2,101, G. Randic, 10th Aug.—Moji 3rd Aug., Coal.—Order.

Selling Vessels.

ADOLPH ORING, American barque, 1,406, S. Amesbury, 30th May.—New York 16th Jan., Petroleum.—Meyer & Co.
 ALLAS, American ship, 1,351, M. Kay, 14th July.—New York 23rd Mar., Kerosine.—Standard Oil Co.
 COULBERT, British barque, 485, Wm. Roberts, 27th Aug.—Kiang 13th Aug., Hardwood.—Sander, Wieler & Co.
 GROSVENOR, British barque, 516, Boga, 14th June.—Mauritius 16th January, Sugar.—Abdoola & Co.
 KELAT, British ship, 1,822, John Hughes, 23rd July.—New York 3rd April, Kerosine.—Standard Oil Co.
 LUZON, American barque, 1,339, Park, 19th August.—Newcastle 17th June, Coal.—Mastice.
 VALE OF DOON, British barque, 669, Peter-son, 1st July.—Sander, Wieler & Co.
 WILLSCOTT, American barque, 1,805, C. H. Maclean, 8th Aug.—New York 22nd April, Petroleum.—Standard Oil Co.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. *Wivern* Ketchikan
Siam
Indrasanka
Rubi
Solent
Changsha
Benlarig

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Amant Rebe*, connecting with the steamer *Oceanic*, at Colombo, from Marseilles, Aug. 10.—To Shanghai: Mr. Relifex. To Hongkong: Mr. Leppell, Mrs. and Miss Leppell. To Batavia: Mr. Wuthrich. To Singapore: Mr. E. Welber.
 Per P. and O. steamer *China*, connecting with the steamer *Parranilla*, at Colombo, from London, July 25.—To Yokohama: Mr. and Mrs. Dimsdale, Mr. H. Woodman, Mr. A. Hills, Mr. S. Sanders, Mr. A. Rustad, To Shanghai: Mr. C. Harpur, Mr. C. S. Armstrong, Mr. C. S. Robinson, Mr. Tate, Mr. G. H. Reid, Mr. G. Hunter, To Hongkong: Mr. S. St. John Backer, Capt. L. Baly, Lieut. C. S. Townsend, Lieut. A. H. B. Maitland-Adams, Lieut. H. L. Jones, Lieut. D. Young, Lieut. A. S. Harby, To Singapore: Staff Sergeant and Mrs. J. Ford and a child, Quartermaster-Sergeant Quice, Mr. C. L. Carter, Mr. J. Back, Mr. J. Adams, Sergeant S. B. King, Colour-Sergeant S. W. Hill, Gunner Marshall, Mrs. Hill, From Marseilles, Aug. 1.—To Shanghai: Mr. Holland, To Singapore: Mr. C. M. van Cuylenburg, Mr. H. Waldman.
 Per P. and O. steamer *Rome*, connecting with the steamer *Palatia*, at Colombo, from London, Aug. 7.—To Shanghai: Mr. A. Bradford, Mr. J. J. Harding, Mr. J. P. Jones, Mr. S. P. Seyer, To Singapore: Mr. Saxon, Mr. Laird, Mr. J. Laing, Mr. Mackintosh, Mr. L. E. Keyser, Mr. J. D. Affleck, Lieut. C. K. McCullum, From Marseilles.—To Yokohama: Mr. and Mrs. Damsell Hall, To Hongkong: Mr. W. B. Boice, Mr. Kair.
 Per P. and O. steamer *Arctia*, from London, Aug. 21.—To Shanghai: Mr. and Mrs. A. Bentley, Mrs. Hillman and child, Miss Pearson, Mr. J. W. Goudie, Mr. D. M. Hay, To Hongkong: Mr. Owen, Mr. S. E. Barker, To Singapore: Mr. and Mrs. Bentley, Mr. C. Anderson, From Marseilles: Mr. S. St. John Backer, Capt. L. Baly, Lieut. C. S. Townsend, Lieut. A. H. B. Maitland-Adams, Lieut. H. L. Jones, Lieut. D. Young, Lieut. A. S. Harby, To Singapore: Staff Sergeant and Mrs. J. Ford and a child, Quartermaster-Sergeant Quice, Mr. C. L. Carter, Mr. J. Back, Mr. J. Adams, Sergeant S. B. King, Colour-Sergeant S. W. Hill, Gunner Marshall, Mrs. Hill, From Marseilles, Aug. 1.—To Shanghai: Mr. Holland, To Singapore: Mr. C. M. van Cuylenburg, Mr. H. Waldman.
 Per P. and O. steamer *Himalaya*, connecting with the steamer *Palatia*, at Colombo, from London, July 18.—To Shanghai: Mr. L. J. P. Smith, Mrs. Butler, Mrs. and Miss Bourne, To Hongkong: Mr. H. W. Innocent, To Yokohama: Mr. J. W. P. Smith, To Shanghai: Miss K. M. Stephens, To Singapore: Mr. S. Lambeth.
 Per Imperial German mail steamer *Prinzess Luise*, from Bremen, July 12.—To Yokohama: Mr. and Mrs. W. G. Smith, To Shanghai: Mr. and Mrs. Leonard Dufrenoy, Mr. W. O. Lambert.
 Per Imperial German mail steamer *Prinzess Luise*, from Bremen, July 23, and Southampton, July 20.—To Penang: Mr. and Mrs. Hogan, To Shanghai: Mr. J. B. Walsh, Mr. J. Magill, To Singapore: Mr. Ramsden.
 Per P. and O. steamer *Arctia*, connecting with the steamer *Palatia*, at Colombo, from London, June 26.—To Shanghai: Mr. and Mrs. Brown, Miss Brown, Miss Owens, Mr. J. P. Nelson, To Hongkong: Mr. and Mrs. Ward and child, Mr. D. L. Palmer, Mr. C. J. Jones, To Manila: Mr. V. C. Resch, To Singapore: Mr. and Mrs. D. L. Palmer, Mr. C. J. Jones, To Shanghai: Mr. A. Christie, Mr. A. J. de Souza, Mr. H. B. Bister, To Hongkong: Mr. D. McBean Ross, From Brindisi.—To Singapore: Mr. E. G. Edgar, From Colombo.—To Hongkong: Rev. G. H. Brent.
 Per Messageries Maritimes steamer *Salasta*, from Marseilles, Aug. 24.—To Shanghai: Mr. R. Braun, To Hongkong: Mr. Durani, Mr. and Mrs. Cheminai, Mr. and Mrs. Roussau, To Singapore: Mr. Ian-Han Leong.
 Per Nippon Yusen Kaisha steamer *Kanokura Maru*, from London, July 18.—To Yokohama: Mr. Katsuhiko Matsui, Mr. S. Tanaka, Mr. F. Nozawa, Mrs. W. H. Mr. J. Nakayama, Mr. K. Katsuhiko, To Kobe: Capt. T. Turner, To Hongkong: Mr. A. Tyack, Mr. J. Inglis, Mr. J. Ritchie, Mr. A. McKee, To Bangkok: Mr. Nal Sani, To Singapore: Mr. and Mrs. A. Wood and child, Mr. C. Weller, Mr. T. Mackie, Mr. E. Bennett, Mr. F. Glendenning, Mr. J. Swetnam, Mr. H. Middleton, Mr. R. Gred, Mr. T. Swetnam, Mr. H. Doughty, Mr. A. Gale, Mr. A. Spence, Mr. G. Chapman, Mr. and Mrs. Moseley, Mr. T. Penang: Mr. A. Wemyss, Mr. J. Bala.

VISITORS AT THE HONGKONG HOTEL.

Bailey, W. S. Kosi, W. G.
 Barlow, H. J. Lawrence, F.
 Barlow, F. C. Lee, J. E.
 Beattie, J. M. Lieber, M.
 Bell, J. Magowan, R. T.
 Bennett, J. V. Milton, Mr. and Mrs. Murphy, Mr. and Mrs. E. O.
 Bogan, Mr. and Mrs. R. North, R. N. C. J.
 Bover, Mr. Osborn, Mrs.
 Bower, Dr. Pearce, Dr. W. W.
 Buttanshaw, Major Pitcher, A. J.
 Clark, Dr. F. Rankin, J.
 Cole, G. C. Reeve, Miss
 Colomb, G. Richardson, H. F.
 Colson, J. S. Robinson, Gil.
 Cornish Col. Gen. Rustad, A.
 Crago, Dr. J. M. Schadenberg, Mrs. A.
 Cronin, J. Schandens, K. A.
 Dabell, E. F. Schandens, C. A.
 Derbyshire, F. H. Scudder, Mrs.
 Downing, T. C. Shaw, Dr. H. H.
 Edwards, F. W. Siva, M.
 Ellis, H. M. Skott, C.
 Esrom, F. Smiley, S. E.
 Evans, N. G. Snewin, E. A.
 Fisher, H. G. Stanford, W. E. O.
 Glover, C. Stephens, Mr. and Mrs. M. J. D.
 Goldsmith, H. E. Swaby, T.
 Grant, John Terkelson, O.
 Hayler, A. Thompson, Dr. J. C.
 Higgins, F. R. Thomas, L. J.
 Hills, F. W. Walker, W. B.
 Hollingsworth, A. Warren, Mr. and Mrs.
 Howard, Thos. Watkins, C. A.
 Howe, Capt. Whiteley, W. J. G.
 Hulse, Mr. and Mrs. N. Whitton, Mrs. A. M.
 Johnston, Mr. E. William, A. J.
 Joseph, Mr. and Mrs. Wilson, J. A.
 Katsch, E. A. Woolmer, Mr. and Mrs. K. F. E.
 Kiene, F. Kliche, Mr.

THE CONNAUGHT HOTEL.

Bonnas, W. King, R. D.
 Brunschwig, F. Langford, Mr. and Mrs.
 Brutton, G. Lindley, F. A.
 Edmondson, J. A. Mitante, E. de Pam.
 Edmondson, J. A. Monsey, Mr. W.
 Hoskin, Mr. Moore, J. H.
 Humphreys, Mr. W.

VISITORS AND RESIDENTS AT THE PRAK HOTEL.

Abbey, Douglas Heron, Lieut. Col. and
 Barrett, John Mrs. and child
 Berkley, Sir Henry Jessen, J.
 Bottenheim, Mr. and Mrs. Johnson, R. A. C. M. G.
 Mrs. A. H. and Col. R. F.
 children
 Bottenheim, Miss P. Johnson, Mrs. F. F.
 Brabazon, Ralph A. King, Major H. S. S. S.
 Brayne, H. F. R. Lee, Charles
 Buchanan, Philip J. Martin, R.
 Chapman, Mrs. Meloy, F. E.
 Cockell, Edgar McDermott, A. P.
 Comrie, A. F. Miller, Mr. and Mrs.
 Cragg, Arthur W. Mitchell, Robert
 Crouch, I. V. Norris, Surgeon and
 Dann, Mr. and Mrs. G. Mrs. H. F.
 Denny, D. A. A. Major
 and Mrs. Phelpot, Leonard D.
 Dunsford, Mrs. and child Rumsey, R. N. Hon.
 Fernier, A. P. D. Lieut. R. Murray
 Col. and Mrs. Sawyer, Mrs.
 Finke, A. Sinclair, A.
 Forbes, Andrew Spalckhaver, W. C. C.
 Gow, J. Graham Stokes, A. G.
 Grimble, Geo. Struwe, H.
 Grant, G. C. Lindsay Thomson, J. S.
 Hamilton, Major Vaughan, Mr. and Mrs.
 Hardee, Theodore H. S. and children
 Heron, G. O. Wilson, Mrs. W. and
 Jeffries, H. N. child

CRAIGIEBURN.

Beeton, Mrs. Surplice, Mr. and Mrs.
 Denison, Mrs. A. F. R. C.
 George, Mr. and Mrs. C. Whitty, R. A. M. C., Major
 Heimsick, J. J. B. Whitty, Mrs. M. J.
 Hugs, Mrs. E. Wright, Mr. and Mrs. L.
 Sister, Govt. Civil Hospital

VISITORS AT THE QUEEN'S HOTEL.

Anderson, Capt. and Marshall, Mrs.
 Mrs. Mitchell, I. H.
 Carleton, Capt. Morgan, Lieut.
 Combe, F. Radcliffe, Major
 Cook, J. Ricketts, Lieut.
 Corbett, Capt. Ross, S. B. C.
 Ferrers, H. N. Simpson, Lieut.
 Good, Lieut. Ward, Mr. and Mrs.
 Hurly, Capt. and children
 John, E. R. Whitehead, Capt.
 Kappeler, Mrs. Senny Wilkinson, Dr.
 Keith, Mr. and Mrs. Wilson, Jas. W.
 and 2 children

VISITORS AT THE KOWLOON HOTEL.

Crockett, Mrs. Nobbs, N. P.
 Crockett, Miss Robnett, Paymaster &
 Epi, W. E. Van Mrs. J. D. U.S.N.
 Heiden, S. Robnett, Master
 Nabet, Capt. J. R. Thomas, Mrs. B.
 R.N.R. Uecker, Mrs. D.
 Necker, Capt. H.

EXCHANGE.

Hongkong, 3rd September.
 IN LONDON, Telegraphic Transfer 1/84
 " Bank Bills, on demand 1/8 13/16
 " Credits, 4 months' sight 9 3/16
 " Payments, 4 months' sight 9 5/16
 IN PARIS, (demand) M. 1/77
 IN PARIS, Bank Bills, on demand 1/77
 " Credits, 4 months' sight 1/77
 IN NEW YORK, Bank Bills, on demand 42 1/2
 " Credits, 30 days' sight 42 1/2
 IN BOMBAY, Telegraphic Transfer 130
 " On demand 130
 IN SHANGHAI, Telegraphic Transfer 18 1/2
 " Private 30 days' sight 18 1/2
 ON YOKOHAMA, T.T. 18 1/2
 Sovereigns, Bank's Buying Rate \$11.52
 Gold Leaf, per ounce, per tael \$9.65
 Silver \$24
 Dollars 24

WEATHER REPORT.

On date at 4 P.M.
 On date at 10 A.M.
 Barometer 29.77 29.72
 Temperature 85 84
 Humidity 54 66
 Rainfall

CHINA COAST METEOROLOGICAL REGISTER.

September 1st, 1902, p.m.									
STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WIND	FORCE	WEATHER
Wladivostok	2 p.m.	30.07	77	—	SW	2	c	—	—
Nemuro	"	30.08	—	—	E	2	c	—	—
Hakodate	"	30.13	—	—	E	2	c	—	—
Tokyo	"	30.06	—	—	E	2	c	—	—
Nagasaki	"	29.95	—	—	E	2	c	—	—
Kagoshima	"	29.79	—	—	E	2	c	—	—
Oshima	"	29.73	—	—	SE	6	c	—	—
Naha	"	29.70	—	—	S	4	c	—	—
Ishigakijima	"	29.62	—	—	S	4	c	—	—
Taihou	1 p.m.	29.63	—	—	NW	2	c	—	—
Taichu	"	29.60	—	—	NW	2	c	—	—
Tainan	"	29.60	—	—	W	6	c	—	—
Koshun	"	29.62	—	—	W	4	c	—	—
Pescadore	"	29.63	—	—	N	6	c	—	—
Gutierrez	13 p.m.	29.47	73.95	NNE	11	orm	—	—	—
Sharp Peak	"	29.57	87.65	SSE	2	c	—	—	—
Amoy	2.30 p.m.	29.62	89	—	S	2	c	—	—
Swatow	3 p.m.	29.64	91	—	WNW	2	b	—	—
Canton	"	29.69	88	—	W	2	b	—	—
Hongkong	4 p.m.	29.68	84	—	NW	1	c	—	—
Victoria Peak	"	29.65	—	—	NW	1	c	—	—
Gap Rock	"	29.65	—	—	NW	1	c	—	—
Marao	"	29.69	89	—	N	1	c	—	—
Haiphong	4 p.m.	29.72	84	—	WSW	3	c	—	—
Manila	4 p.m.	29.72	84	—	WSW	3	c	—	—
Malate	3 p.m.	29.72	84	—	WSW	3	od	—	—
Bacolod	"	29.70	86	—	S	1	b	—	—
Cebu	"	29.78	85	—	S	3	b	—	—
C. St. James	4 p.m.	—	—	—	—	—	—	—	—

September 2nd, 1902, a.m.

Wladivostok	7 a.m.	30.09	60	99	—	0	c
Nemuro	6 a.m.	30.20	—	—	—	—	—
Hakodate	"	30.21	—	—	N	2	—
Tokio	"	30.14	—	—	NW	2	—
Kochi	"	29.95	—	—	SE	4	—
Nagasaki	"	29.79	—	—	E	4	—
Kagoshima	"	29.79	—	—	SE	8	—
Oshima	"	29.69	—	—	—	0	—
Naha	"	29.66	—	—	—	0	—
Ishigakijima	"	29.62	—	—	N	2	—
Taihou	5 a.m.	29.66	—	—	—	—	—
Taichu	"	29.65	—	—	—	0	—
Tainan	"	29.66	—	—	N	2	—
Koshun	"	29.67	—	—	—	10	—
Pescadores	"	29.68	—	—	W	2	—
Gutierrez	9 a.m.	29.46	74	100	WSW	6	omd
Sharp Peak	"	29.70	83	69	W	2	b
Amoy	6.30 a.m.	29.70	83	71	SW	1	c
Swatow	9 a.m.	29.81	81	67	NW	1	c
Canton	"	29.77	85	54	N	1	c
Hongkong	10 a.m.	29.77	85	54	N	1	c
Victoria Peak	"	29.75	—	—	N	5	—
Gap Rock	"	29.75	—	—	N	3	—
Macao	"	29.78	95	—	N	2	c
Haiphong	10 a.m.	29.80	86	78	SSW	1	c
Manila	10 a.m.	29.80	86	78	SSW	1	c
Malate	9 a.m.	29.80			SW	1	c
Bacolod	"	29.80			S	2	b
Iloilo	"	29.89	83	—	NW	2	b
Cebu	"	29.87	89	—	S	3	b
C. St. James	10 a.m.						

Fancy Drapery Dept.

Hosiery, Gloves.
Ribbons, Laces.
Dress Materials.
Linen, Longcloths.
Drills, Hollands.
Flannels, Flannelettes.
Feathers, Flowers.
Chiffons, Nets.
Umbrellas, Rain Coats.
Fancy Work, Wools.
Boots and Shoes, &c.

Gentlemen's Dept.

Shirts, Collars.
Hosiery, Gloves.
Hats, Ties.
Umbrellas, Rain Coats.
Boots and Shoes.

WILLIAM POWELL, LTD.,

**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG.**

**General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.**

General Furnishing.

Carpets.
Linoleums.
Tapestries and Repps.
Art Serges.
Household Linens.
Down Quilts.
Blankets.
Bedding.
Bedsteads.
Ranges and Cooking Stoves.
China and Glass.
Bags and Trunks.
Fancy Leather Goods.
Toys and Games.
Mats and Rugs.
Overmantles, Mirrors, &c.

LADIES DRAPERY AND FANCY DEPARTMENTS.**JUST RECEIVED**

A NEW STOCK OF CHIFFON AND NET RUFFLES IN THE LATEST SHAPES.

LACE TIES AND COLLARS IN GREAT VARIETY.

CHIFFON TIES IN ALL COLOURS.

FRESH ASSORTMENT OF LACES AND INSERTIONS.

CHOICE SELECTION OF FLOWERS FOR MILLINERY AND DECORATING PURPOSES.

"PING PONG" COLLARS

"PING PONG" SETS, all prices - - - \$1 to \$15.

PARISIAN AND ENGLISH MILLINERY ALWAYS IN STOCK.

FURNISHING AND IRONMONGERY DEPARTMENTS.

NEW LACE CURTAINS, ALL PRICES.

NEW CRETONNES, REPPS AND SERGES. NEW CARPETS, SQUARES, AND RUGS.

NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS.

COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS,
FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR
GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 10 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment, but two words will convey all that is necessary, viz., GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

July 16th.

R. G. HECKFORD,
MANAGER.